RATS
READING AREA TRANSPORTATION STUDY

FFY 2027-2030 Transportation Improvement Program and FFY 2027-2050 Long Range Transportation Plan Appendix

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MAY 21, 2026

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READING AREA TRANSPORTATION STUDY
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အာရုံစိုက်မှု– အင်္ဂလိပ်ဘာသာမှတစ်ပါး အခြားဘာသာစကားကို ပြောဆိုပါက ဘာသာစကားအထောက်အပံ့ ဝန်ဆောင်မှုများကို သင့်အား ရရှိနိုင်ပါသည်။ ၁ (၆၁၀) ၄၇၈-၆၃၀၀ ခေါ်ဆိုပါ။

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May 29, 2025

Pennsylvania's 2027 Transportation Program General and Procedural Guidance

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Introduction

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2027-2030 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, 23 USC Section 134, 23 USC Section 135, 23 CFR 450.200, 23 CFR 450.300, and 23 CFR 490, as well as PA Consolidated Statute (CS) Title 74 and PA Code Title 67. As referenced in the Pennsylvania FFY 2025-2028 STIP Federal Planning Finding, these regulations guide the development process of the 2027 Transportation Program within the context of multiple inter- related, intergovernmental planning functions. The Moving Ahead for Progress in the 21st Century (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the Fixing America's Surface Transportation (FAST) Act and the Infrastructure Investment and Jobs Act (IIJA). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Freight Investment Plan (FIP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

This document will oversee the development process of the 2027 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development. These links can be found on Page 23. This guidance was developed based upon currently available information as of May 2025. Adjustments or updates may be necessary to certain details if requirements or regulations change.

Background and Requirements

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the Guidebook for Pennsylvania's MPOs and RPOs. This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2027 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

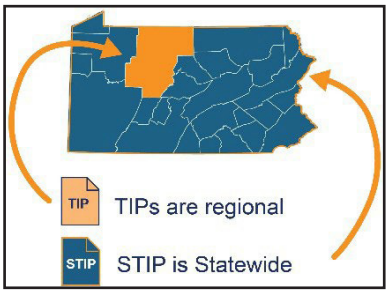
The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

12-Year Program Cycle for Federal Fiscal Year (FFY) 2027-2038

FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036	FFY 2037	FFY 2038
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
TYP											

Pennsylvania is required under 49 USC 5304(g) and 23 USC 135(g) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements 49 USC 5303(j) and 23 USC 134(j) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication, and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The worksheet can be found in the 2027 General and Procedural Guidance Support Documents folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM and District representatives, will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a

timeline. Examples can be found in the 2027 General and Procedural Guidance Support Documents folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2027 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the 2025 Transportation Performance Report (TPR) by the STC on February 26, 2025, was the official start of the 2027 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2027 Program. The 2027 TYP update public comment period took place from March 3 through April 30, 2025. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns and attend an Online Public Meeting held April 10, 2025, where the findings of the 2025 TPR were presented and the public was given the opportunity to ask questions.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2027 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

The 2027 Program Update marks the beginning of a concentrated focus on tracking and following up on the mapped issues received during the TYP Public Comment Period. This includes an increased emphasis on transparency to convey to the public how their input is being addressed, aiding the two-way communications between the MPOs/RPOs, PennDOT, and Commonwealth citizens.

To support tracking responses, the Program Center has developed an interactive tracking tool to allow MPOs/RPOs/Districts to classify the mapped transportation issues submitted in their region through an internal-facing resource. The specifics within the tracking tool were determined through the assembly of a STC-TYP Mapped Issues Committee, comprised of MPO/RPO/District members with the intent of gathering input, best practices, and other feedback.

STC's How It Works describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.
An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a Statewide PPP in accordance with 23 CFR 450.210.

FHWA provides guidance to the MPOs/RPOs regarding public involvement requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation

agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites and share the link with CPDM, in accordance with 23 CFR 450.316. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Project Selection

To the maximum extent practicable, project identification, evaluation, prioritization, and selection should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the Program development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. A coordination worksheet was developed to aid this discussion. The worksheet can be found in the 2027 General and Procedural Guidance Support Documents folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2027 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2027 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2027 Program from a previous program. These carryover projects will continue to require funding from the Program to move forward and could encounter delays or billing issues if not fully funded. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, and PennDOT Connects (PennDOT's municipal outreach policy). PennDOT Districts must ensure that timely and accurate project information is input into PennDOT's Multimodal Project Management System (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow PUB 227 and the strike-off letter available in the 2027 General and Procedural Guidance Support Documents folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the Program development process, District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the “HWY & BR” tab in MPMS.

Fiscal Constraint

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the 2027 Program Financial Guidance document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation’s discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the Capital Planning Tool (CPT). This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with 23 CFR 450.218(l) and 23 CFR 450.326(j).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by 23 USC 101(a)(6)) and public transportation (as defined by 49 USC 53). PennDOT CPDM will provide regional estimated totals for state programs not included in Financial Guidance. When available, they will be placed in the 2027 General and Procedural Guidance Support Documents folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Programming

Projects and phases of projects in the Program must be financially constrained by Federal Fiscal Year (October 1 – September 30) with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with 23 CFR450.326 (g) (2), (i) and (j). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual (PUB 352). All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources. Programmed funding should not be cash flowed more than a year beyond the expected completion date of a project to ensure that funding can be obligated in time to ensure reimbursement of project invoices.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY in order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT (CPDM and Districts) and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects within a TIP will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

Line Items

As part of the program development process, PennDOT and the MPOs/RPOs can consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify

projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g. betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT and FHWA/FTA.

Transit

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
    - Operates Rail Fixed Guideway (Section 5337) **or**
    - Operates over 100 vehicles across all fixed route modes **or**
    - Operates over 100 vehicles in one non-fixed route mode
- Tier II
    - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **or**
    - Operates up to and including 100 vehicles across all fixed route modes **or**
    - Operates up to and including 100 vehicles in one non-fixed route mode

A list of Pennsylvania's Tier I and II transit agencies is found in the 2027 General and Procedural Guidance Support Documents folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan. All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a picture of asset inventory and performance. Performance is measured by tracking the percentage of assets that have met or exceeded their state established useful life benchmark (ULB). For revenue and service vehicles, this is tracked using the age of the vehicle. For facilities, this is tracked by condition rating using the Federal Transit Administration's transit economic requirements model (TERM) scale. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels.

PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, BPT, and the transit agencies.

Air Quality Conformity

Transportation conformity is a process required by the Clean Air Act (CAA) Section 176(c), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule (40 CFR Part 93) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The CAA requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to an SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in 23 CFR 450.104, do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018, D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per 40 CFR 93.109(c). A status table of the Pennsylvania areas requiring transportation conformity can be found in the Transportation Conformity folder in SharePoint.
Note that the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated. Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under 23 USC Chapter 1, 23 USC Chapter 2, or 49 USC Chapter 53, as required in 23 CFR 450.326(f). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in 23 CFR 450.104) are transportation projects on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area's transportation network. Examples of such projects include an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations (40 CFR 93.126 and 40 CFR 93.127), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners.
The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, FTA Region 3, EPA Region III, DEP, PA Turnpike Commission, local air agencies (if applicable), and the regional MPO/RPO. A transportation

conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the National Environmental Policy Act (NEPA) Review Process.

PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using PennDOT's Project-Level Air Quality Handbook (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.

2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the Transportation Conformity folder in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.

3. The MPO/RPO assembles the final fiscally constrained TIP or LRTP project list and submits it to PennDOT CPDM.

4. Air quality significance determinations on specific projects must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The TIP update consultation process is conducted using PennDOT's Air Quality SharePoint Site, which is maintained by PennDOT CPDM. Conformity for LRTP updates is currently conducted electronically via email. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.

5. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity

analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.

6. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.

7. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and FHWA's Conformity Guide. MPOs / RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2027 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

8. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
    a. Review and brief applicable committees on the conformity report
    b. Review and brief applicable committees on the TIP and/or LRTP
    c. Review and brief applicable committees and Board on response to public comments
    d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
    e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can assist in reviewing the air quality resolution.
    f. Board adoption and approval of the TIP and/or LRTP
    g. Board adoption and approval of the self-certification resolution

9. FHWA sends the conformity determination request to EPA. After EPA provides concurrence, FHWA/ FTA formally issue the joint conformity determination approval. MPOs/RPOs in nonattainment or maintenance areas have their LRTP clocks reset with the FHWA/FTA conformity action. These areas should allow up to 3 months for the conformity approval process to be completed and successfully factor this into their plan adoption timeline in order to avoid the potential of a LRTP expiration.

Air Quality Conformity Procedures for TIP and LRTP Amendments

The detailed process for amending the TIP and LRTPs to meet air quality conformity requirements is outlined in the Program Administration section of this guidance. This section provides a comprehensive overview of the steps involved, from project identification to public comment, ensuring compliance with federal regulations. and air quality standards. The information is intended to guide project sponsors, MPOs/RPOs and other stakeholders through the TIP/LRTP amendment process, ensuring that all necessary procedures are followed to maintain air quality conformity and secure federal funding for transportation projects.

Statewide Programs

Interstate Management Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming

responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the Districts and the MPOs/RPOs.

The Interstate Steering Committee (ISC) provides oversight and direction to ensure the significant needs of the statewide Interstate System are managed more efficiently. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets to assist with the management of the IM Program.

As part of the IM Program update process, Districts present to the ISC to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided virtually so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines (Chapter 13 of PUB 242), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the FRA Web Accident Prediction System and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-Aside) provides funding for programs and projects defined as transportation alternatives, including on-

and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects.

The IIJA further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in Design Manual 1. These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community context. Project deliverability, safety, and the ability to support PennDOT principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set- Aside can be found on PennDOT's TA Set-Aside Funding Site.

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Pennsylvania Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, Interstate Management Program, or Statewide Items Program, utilizing statewide line items from the Statewide Items Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Program

IIJA provided states with funding to help make electric vehicle (EV) charging more accessible to all Americans for local and long-distance trips through the National Electric Vehicle Infrastructure (NEVI) Formula Program and the Discretionary Grant Program for Charging and Fueling Infrastructure.

Pennsylvania's dedicated NEVI Formula Funding Program is managed centrally by PennDOT's Strategic Development and Implementation Office.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's Planning Partners calls and meetings, and NEVI-specific webinars.

The Pennsylvania NEVI State Plan is an evolving document updated annually. PennDOT's NEVI Plan Priorities include:

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations.
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PROTECT Formula Program

The Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) formula program was authorized to provide funds for infrastructure resilience improvement projects. PROTECT funding can be used for highway or transit projects that focus on the improvement and protection of infrastructure against natural hazards. PROTECT funding can be utilized on any public roadway.

Of the funding authorized for PROTECT, 2 percent must be utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The PROTECT program is highly technical program with limited funding. To ensure a successful implementation, funds will not be distributed through the traditional Financial Guidance process. Although PROTECT will technically be managed on a statewide basis, target investment ranges have been developed for each PennDOT District to ensure funds are distributed statewide to successfully leverage funding for regional priorities and needs. The target ranges were informed by FEMA Flood Zone maps and historic flooding and slide closure data archived in PennDOT's Road Conditions Reporting System (RCRS). The target funding ranges are summarized in the table on the next page:

PROTECT Target Funding Ranges by District ($ Thousands)*

District	Minimum Funding Target	Maximum Funding Target
1	2,000	7,000
2	2,000	7,000
3	2,000	10,000
4	2,000	7,000
5	2,000	7,000
6	2,000	10,000
8	2,000	10,000
9	2,000	7,000
10	2,000	7,000
11	2,000	10,000
12	2,000	10,000

*Assumes steady funding levels. Reauthorization at higher or lower levels will necessitate adjustments to the investment range targets.

A call for projects, similar to the solicitation made in early 2025, will be made for Fiscal Year 2027 and 2028 funding in Fall 2025 to the Districts and MPOs and RPOs. Selected projects will be recommended and compiled into a spreadsheet with an associated eligibility form containing a project description, an eligibility assessment, deliverability details and the funding requests in time for inclusion in draft 2027 Transportation Improvement Programs. Funding may be conditioned upon the continuation of the PROTECT program or resilience eligibility beyond the IIJA authorization expiration.

A Work Group has been established to select eligible projects prioritized by the Districts in coordination with MPOs and RPOs that integrate both the target funding ranges by District and project ranking criteria. A scoring procedure and checklist drawing from information in the project eligibility form was developed to assist in the project selection process. The selection process also addresses other criteria related to pre-construction and planning limits. Project solicitation, ranking and selection will take place during the last quarter of odd-numbered years to ensure that projects can be incorporated into draft TIPs prior to public comment and adoption.

Performance-Based Planning and Programming

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets. For more information on TPM, please see the TPM SharePoint Folder.

Safety (PM1)

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the four goal areas of PA On Track's strategic framework, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the National Roadway Safety Strategy. Safety Performance Management is also part of FHWA's overall TPM program. The Safety Performance Management Final Rule establishes safety performance measure requirements for carrying out the Highway Safety Improvement Program (HSIP). For more information on Safety, please see the Safety SharePoint Folder.

Pavement and Bridge Asset Management (PM2)

Preserving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. System preservation is another goal area of PA On Track's strategic framework. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the infrastructure assets to the lowest life cycle cost. For more on Bridge and Pavement Asset Management please see the TPM SharePoint Folder.

System Performance (PM3)

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Personal and Freight Mobility is another goal area of PA On Track's strategic framework. Improving reliability and traffic flow are also part of FHWA's overall TPM program. FHWA's System Performance/Freight/CMAQ Final Rule established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program. For more information on system performance, please see the TPM SharePoint Folder.

Transit Asset Management Performance

The Transit Asset Management (TAM) Final Rule, established by the Federal Transit Administration (FTA), mandates transit agencies to develop a TAM plan and report on the condition of their assets to ensure they remain in a State of Good Repair (SGR). Under these rules, transit agencies must establish targets and use performance measures to track their progress toward meeting these targets. FTA measures performance within each asset category (Rolling Stock, Equipment, Facilities, and Infrastructure) at the asset class level.

PennDOT supports the development of a group plan for many of the smaller transit agencies in Pennsylvania and encourages communication between transit agencies and their respective MPOs/RPOs. Additionally, all transit agencies are required to utilize Pennsylvania's transit CPT and integrate it into their TAM process. The CPT is an asset management and capital planning application that serves as the central repository for all Pennsylvania transit asset and performance management activities. Section 5307 Transit providers should provide safety target numbers and performance against those targets to their respective MPO as a part of their TIP submission.

Public Comment

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- For each project, sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2027, 2028, 2029, 2030) should be based upon the latest project schedules and consistent with 23 CFR 450.326(g).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

- FHWA recommends that the MPMS TIP 200 "FHWA Narrative" report be used for ICG review and for the public comment periods, since this report provides the above requested information in an easily accessible format for the public to view.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP. The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT (CPDM and Districts) and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

The 2027 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportion.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

TIP Submission

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2027 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOMO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist

will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

	TIP Submissions Must Include the Following:	Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	Air Quality Conformity Determination Report (if applicable)	✓
13	Air Quality Resolution (if applicable)	
14	Public Comment Period Advertisement	✓
15	Documented Public Comments received (if applicable)	
16	Title VI Policy Statement	✓
17	Memorandum of Understanding TIP Revision Procedures	✓
18	Self-Certification Resolution	
19	List of major projects from the previous TIP that were implemented	
20	List of major regional projects from the previous TIP that were delayed	
21	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2027 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through SharePoint. PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2026 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2027 FFY on October 1, 2026.

Program Administration

After adoption, the 2027 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2027 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2027 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA for STIP/TIP administration. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive

than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2027 Program.

The modification procedures that were approved for the 2025 Program will be used as a starting point for the development of procedures for the 2027 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with 23 CFR 450.334, all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase or decrease obligations in the preceding program year and, at a minimum, include the following for each project:

- The amount of funds requested on the TIP
  - Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- Sufficient description to identify the project or phase
- Identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

Air Quality Conformity for TIP and LRTP Amendments

The process for Air Quality Conformity related to TIP and LRTP amendments is similar to the biennial TIP procedures provided early in this guidance with several modifications to streamline the process. Key steps in this process are summarized below:

1. Project Identification and Regional Significance Determination TIP Amendments
   - The MPO and PennDOT District identify projects for inclusion in a TIP amendment and coordinates with CPDM to determine if the projects are exempt under 40 CFR 93.126, 93.127, or satisfies 93.128. Projects under 93.128 (e.g., traffic signal synchronization) may proceed without a new conformity determination but must be marked as air quality “Significant” in MPMS and included in the next conformity round.
   - CPDM coordinates with the Interagency Consultation Group (ICG) on project determinations when projects are not clearly exempt or significant, or if FHWA recommends further coordination.

LRTP Updates or Amendments

- The MPO/RPO assembles a fiscally constrained LRTP project list and, with CPDM support, evaluates which projects are regionally significant.
- Typically, this will include coordination with CPDM in producing an MPMS report of PennDOT's TYP (12-year program) for the highway/bridge, interstate and transit programs.
- For projects beyond the TYP, the MPO/RPO will assemble a project list summarizing the LRTP financial-constrained projects through the plan's horizon year. This list can be prepared in any format deemed appropriate by the MPO/RPO. The list should at a minimum include the project name, description, and funding amounts. The description should be sufficient for evaluating whether projects are regionally significant.

2. Conformity Schedule Coordination
   - The MPO/RPO and CPDM coordinate on the conformity schedule. This is aligned with the TIP amendment or LRTP update cycle timeline as appropriate.
3. Conformity Analysis and Report Preparation
   - CPDM assists the MPO/RPO in completing the conformity determination report and conducting emissions analyses (if needed). Emissions analysis (including travel modeling) typically requires at least 4 weeks. The reports for areas not requiring emissions analysis can usually be completed in 1–2 weeks.
4. Interagency Consultation
   - Upon completion, CPDM shares the draft conformity report and project list with the ICG for a 2-week review period via email. This review should ideally occur before the public comment period to allow time for addressing any issues.
5. Public Involvement
   - The MPO/RPO conducts a public comment period for the conformity report following the MPO's public participation plan. Typically TIP and LRTP conformity reports are coordinated with other associated TIP/LRTP public outreach efforts.
6. Final Approval
   - The approval process follows a similar process to the biennial TIP.

Other Planning Information

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. For translated language taglines, as well as more information on LEP, please visit the LEP SharePoint Folder.

Title VI

As a recipient of federal funding, MPOs and RPOs must follow Title VI. Please see PennDOT's Title VI Webpage as well as the Title VI SharePoint Folder.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) prohibit discrimination against individuals with disabilities in various areas of public life including transportation. MPOs/RPOs are required to follow ADA regulations. Please visit the ADA SharePoint Folder for all requirements and more information.

Tribal Coordination

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, TYP, LRTP, and PPP. To view the required elements as well as more information visit the Tribal Coordination SharePoint Folder.

Self-Certification

All Pennsylvania's MPOs are required by 23 CFR 450.336(a) to complete self-certification resolutions concurrent with their TIP submissions, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at 23 CFR 450.336. Please see the Self-Certification SharePoint Folder for detailed requirements as well as an example of a Self-Certification resolution. At this time RPO self-certification is encouraged but optional.

PennDOT Connects

PennDOT Connects identifies community input and contextual concerns early in project planning through a collaborative process. For detailed guidance please visit the PennDOT Connects SharePoint Folder.

Long Range Transportation Plans

Pennsylvania's Long Range Transportation Plan (LRTP) sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania MPOs and RPOs are required to have their own regional LRTPs that must be updated every 4 or 5 years according to 23 CFR 450.324(c). Please visit the LRTP SharePoint Folder for detailed requirements for LRTPs and Freight Movement Plans.

Transportation Systems Management and Operations (TSMO)

The mission of PennDOT's TSMO Program is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational strategies instead of building extra capacity. Please visit the TSMO SharePoint Folder for additional information regarding TSMO planning requirements.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals. Please see the Freight SharePoint Folder for more details.

Carbon Reduction Program

IIJA established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO2) emissions from transportation sources. Please see the CRP SharePoint Folder for detailed guidance on CRP.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter (PM2.5/10) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. MPOs/RPOs are required to have a CMAQ project selection process.
PennDOT has developed tools and resources to guide project selection, if needed. Please see the CMAQ SharePoint Folder for detailed information on the CMAQ program.

Congestion Management Process

A region's Congestion Management Process (CMP) helps to identify corridor-based strategies to mitigate traffic congestion reflected in the Peak Hour Excessive Delay (PHED) and percentage of non-single occupant vehicle (SOV) performance measures. Projects that help to reduce congestion will also help to improve air quality. MPOs that are transportation management areas (TMAs) are required to have a CMP. Please see the CMP SharePoint Folder and 23 CFR 450.322 for detailed information on CMP requirements.

Local Bridges

While the condition of locally owned bridges over 20 feet has improved in recent years, the majority of the bridges still remain in fair or poor condition. While municipal funds for bridge improvement are limited, various federal and state fund categories are available (i.e. STP, STU, BRIP, BOF, 183) for locally owned bridges, depending on eligibility requirements. Approximately 4% of the funding on the 2025 STIP was programmed on locally owned bridges. Each MPO and RPO are highly encouraged to surpass that amount in programming for locally owned bridges on their 2027 Programs.

Community Demographics Analysis

Each region is encouraged to evaluate the potential impacts of programs on communities. The analysis should consider all projects located in the region, whether funded on the MPO or RPO TIP, or on the Interstate or Statewide Items TIPs. Relevant details regarding this analysis are forthcoming.

Useful Links

- Financial Guidance
- Air Quality/ICG Review
- CRP – CMAQ – Congestion Management Process
- Multimodal Project Management System (MPMS)
- PennDOT Connects and LRTPs
- Safety
- Self-Certification
- talkpatransportation.com
- Title VI – ADA – LEP
- TMSO and Freight
- TPM Resource Toolbox
- Transportation Conformity
- Transportation Performance Management
- Tribal Coordination

Appendix 1 - 2027 Transportation Program Development Schedule

2027 Program Development Schedule

CY 2025 Activity	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
STC releases Transportation Performance Report		2/26										
STC-TYP public comment period			3/4	4/30								
STC online public forum				4/10								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call					5/21							
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2027 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs by request for the 2027 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Community Demographic Analysis conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting									9/30-10/2	9/30-10/2		
Draft Interstate and Statewide Projects announced												
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPOs/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

Appendix 1 - 2027 Transportation Program Development Schedule

2027 Program Development Schedule (Continued)

CY 2026 Activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
Community Demographic Analysis is conducted by MPOs/RPOs (optional)												
PennDOT CPDM completes initial review of the preliminary draft TIPs												
MPOs, RPOs, and PennDOT reach agreement on their respective portions of the program												
PennDOT CPDM to hold draft program review discussions												
Interagency air quality consultation												
Central Office notifies FHWA Draft TIPs are ready for eligibility review												
MPOs, RPOs and PennDOT conduct air quality conformity analysis												
STIP Executive Summary Development												
TIP Public Comment Periods												
STIP Public Comment Period (15 day)												
CPDM to review STIP public comments												
MPOs/RPOs adopt regional TIPs												
MPOs/RPOs submit regional TIPs to PennDOT CPDM							7/15					
PennDOT CPDM reviews TIP submissions for STIP submittal												
STC approves TYP												
PennDOT submits STIP to FHWA/FTA on behalf of Governor												
FHWA/FTA reviews and approves air quality conformity documents and STIP												
2027 Program Begins										10/1		

Appendix 2 - 2027-2030 Transportation Program Submission Checklist

Planning Partner: _____ [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation to be submitted.	MPO/RPO to Provide Response Response	Others Check to Indicate Response Verified CPDM	FHWA	FTA
1. Cover Letter:	**Cover Letter which documents organization and date of TIP adoption**	Yes / No	☐	☐	☐
	Date TIP adopted by Planning Partner:	Meeting Date	☐	☐	☐
2. TIP Development:	**TIP Development/Project Selection Process Documentation**	Yes / No	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes / No	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	☐	☐	☐
3. Performance Based Planning and Programming (TPM Narrative Template):	**PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)**	Yes / No	☐	☐	☐
	HSIP SharePoint Application Submission Confirmation	Yes / No	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	Transit Performance Measures Documentation	Yes/No/NA	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	☐	☐	☐
4. Highway-Bridge Program Projects:	**Highway and Bridge Listing with public narrative**	Yes / No	☐	☐	☐
5. Public Transportation Program:	**Public Transportation Listing with public narrative**	Yes / No	☐	☐	☐
6. Interstate & Statewide Program Projects:	**Regional Portion of Interstate TIP Listing with public narrative**	Yes/No/NA	☐	☐	☐
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, PROTECT other)	Yes/No/NA	☐	☐	☐
7. Financial Constraint:	**Complete the tables in the Financial Constraint tab.**	Yes / No	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes / No	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	☐	☐	☐

Appendix 2 - 2027-2030 Transportation Program Submission Checklist

Planning Partner:

[Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation to be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
8. Public Transportation:	**Public Transportation Financial Capacity Analysis (MPO Only)**	Yes/No/NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	☐	☐	☐
9. Air Quality:	**Air Quality Conformity Determination Report**	Yes/No/NA	☐	☐	☐
	Air Quality Resolution	Yes/No/NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	☐	☐	☐
	Most recent air quality conformity determination date:	Date/NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	☐	☐	☐
10. Public Participation Documentation:	**Public Comment Period Advertisement**	Yes / No	☐	☐	☐
	Public comment period:	Date Range	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	Date/Time/ Location	☐	☐	☐
	Public meeting notices contain contact information about ADA Accommodations?	Yes / No	☐	☐	☐
	Were LEP taglines included with TIP public comment documents?	Yes / No	☐	☐	☐
	Has Tribal Consultation/Outreach occurred?	Yes / No	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes / No	☐	☐	☐
	Documentation of Public Comments received	Yes/No/NA	☐	☐	☐
	Were public comments addressed?	Yes/No/NA	☐	☐	☐
11. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	☐	☐	☐

Appendix 2 - 2027-2030 Transportation Program Submission Checklist

Planning Partner: _____ [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation to be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
12. TIP Revision Procedures (MOU):	**MPO/RPO TIP Modification Procedures (MOU)**	Yes / No	☐	☐	☐
13. MPO Self-Certification Resolution:	**Self-Certification Resolution (RPO Optional)**	Yes/No/NA	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	☐	☐	☐
14. Other Requirements:	**List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.**	Yes / No	☐	☐	☐
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	☐	☐	☐
15. PennDOT Connects:	Municipal outreach/PIF forms initiated for all TIP projects?	Yes / No	☐		
16. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	☐	☐	☐
	LRTP air quality conformity determination date:	Date/NA	☐	☐	☐
	LRTP end year:	Date	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Date	☐	☐	☐
17. Completed/ Reviewed by:	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
18. Comments:	*Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:*				

Appendix 2 - 2027 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

	FFY 2027		FFY 2028		FFY 2029		FFY 2030		Comments
Fund Type	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	Financial Guidance	Programmed	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
CRP/CRPU									
BRIP									
Total	$0	$0	$0	$0	$0	$0	$0	$0	

Appendix 2 - 2027 Transportation Program Development Checklist

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (e.g. Spike funds, Earmarks, Local, TASA, PROTECT) by year:

Additional Funding Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Comments
Total	$0	$0	$0	$0	

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA

OFFICE OF
SECRETARY OF TRANSPORTATION

March 18, 2019

Dear Planning Partners:

The Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act established Performance-Based Planning and Programming (PBPP) requirements as part of Transportation Performance Management rules. Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450) Subpart C requires the State Department of Transportation, Metropolitan Planning Organizations (MPO) and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data,
- the selection of performance targets,
- the reporting of performance targets,
- the reporting of performance to be used in tracking critical outcomes for the region of the MPO, and
- the collection of data for the State asset management plan for the National Highway System (NHS).

Federal regulations provided flexibility for establishing these written provisions. The provisions may be included as part of the metropolitan planning agreements or documented in some other form as cooperatively determined by the State DOT, MPOs and operators of public transportation. Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) expect that there will be documentation demonstrating that the written provisions were cooperatively developed, such as a document signed by the State DOT, MPOs and operators of public transportation; an action by the agency boards adopting the written provisions; or some other equivalent action such as a Memorandum of Understanding or a Memorandum of Agreement.

At the discretion of the State DOT, MPOs and operators of public transportation, one agreement may be developed for each of the performance measure areas (or group of performance measures) or one agreement may be developed covering all of the performance measure areas.

Pennsylvania chose to handle joint-written agreements for the FTA's Transit Asset Management Final Rule [81 FR 48890] as a separate document between the Pennsylvania Department of Transportation (PennDOT), MPOs and operators of public transportation. These agreements are all in place and will remain separate and will not be updated by this request.

PBPP
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March 18, 2019

PennDOT, in cooperation with MPOs and Rural Planning Organizations (RPO), developed the enclosed written provisions as part of the FFY 2019-2022 State Transportation Improvement Program update process for:

- PM1 measures – the safety performance measures
- PM2 measures – the National Highway System (NHS) pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Pennsylvania chose to handle joint-written procedures for the safety PM1 initially as a separate document, which were in place by May 27, 2018. The enclosed will replace the previously separate document for PM1.

To ensure compliance with 23 CFR 450.314, please respond to this letter before May 20, 2019, by signing the enclosed acknowledgement form indicating your region has adopted these written provisions.

If any region would like to provide additional information, please provide a copy of an appendix with your response.

Should you have any questions, please contact Kristin Mulkerin, Transportation Planning Manager, at 717.783.2430 or email kmulkerin@pa.gov.

Sincerely,

James D. Ritzman, P.E.
Deputy Secretary for Planning

Enclosures

Pennsylvania Performance Based Planning and Programing
Written Provisions Acknowledgement

Per 23 CFR 450.314

The Reading MPO
Metropolitan/Rural Planning Organization

Acknowledges the attached Pennsylvania Performance Based Planning and Programming written provisions were cooperatively developed and agreed-upon between PennDOT and the Pennsylvania Metropolitan/Rural Planning Organizations.

Alan D. Piper — Authorized MPO/RPO Spokesperson

5/16/19 — Date

SUBMIT

Pennsylvania Transportation Performance Management
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The Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act include performance management requirements. Performance-based planning will ensure that the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania's Metropolitan Planning Organizations (MPO) collectively invest Federal transportation funds efficiently towards achieving national goals. In Pennsylvania, the Rural Planning Organizations (RPO) follow the same requirements as MPOs.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. Title 23 Part 490 of the Code of Federal Regulations (23 CFR 490) outlines the national performance goals for the Federal-aid program. It establishes the seven goal areas: safety, infrastructure condition, congestion reduction, system reliability, freight, environmental sustainability and reduced project delivery delay.

The regulations require the United States Department of Transportation (DOT)/Federal Highway Administration (FHWA) to establish final rules on performance measures. The final rules address the seven areas in the legislation, identifying the following as performance measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

Performance Based Planning and Programming

Pennsylvania has long utilized a comprehensive planning and programming process, with a focus on collaboration between PennDOT, FHWA, and Planning Partners (MPOs/RPOs) at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP).

PBPP requirements are outlined in Title 23 Part 450 of the Code of Federal Regulations (23 CFR 450). Subparts B & C requires the State Department of Transportation, MPO and operators of public transportation to jointly agree-upon written provisions for how they will cooperatively develop, and share information related to five key elements of PBPP:

- transportation performance data
- the selection of performance targets
- the reporting of performance targets

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- the reporting of performance to be used in tracking critical outcomes for the region of the MPO
- the collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT in cooperation with MPOs/RPOs developed this document to serve as Pennsylvania's jointly-written provisions for PBPP roles and responsibilities per 23 CFR 450.314(h) for:

- PM1 measures – the safety performance measures
- PM2 measures – the NHS pavements, bridges carrying the NHS, and pavements on the Interstate measures
- PM3 measures – the performance of the NHS, freight movement on the Interstate, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program

PennDOT Executives, Center for Program Development and Management (CPDM), and Bureau of Maintenance and Operations (BOMO), Bureau of Project Delivery (BPD, Engineering Districts and MPOs/RPOs will coordinate to ensure the Statewide Long Range Transportation Plan (LRTP), Statewide Transportation Improvement Program (STIP), regional Transportation Improvement Programs (TIP) and regional LRTPs are developed and amended to meet the PBPP requirements of the planning rule and the performance measure rules.

This coordination will occur when setting targets to ensure consistency to the maximum extent possible. Each MPO/RPO will need to establish targets by either adoption of the State's performance targets and support the State's efforts in achieving those targets or establish their own quantifiable performance targets.

PennDOT CPDM in coordination with BOMO will include a description of the individual performance measures and targets for those measures in Statewide LRTPs moving forward. Each MPO/RPO will also include individual performance measures and targets for those measures in their regional LRTPs moving forward. In addition to including the performance measures and targets in the Statewide and Regional LRTPs, PennDOT CPDM, BOMO, Engineering Districts and each MPO/RPOs are also required to include a system performance report. That report provides an evaluation of system performance with respect to the performance targets. PennDOT CPDM and BOMO in coordination with Engineering Districts will include progress achieved by MPOs/RPOs in meeting the MPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2); 23 CFR 450.324(f)(4)]. For MPOs/RPOs that voluntarily elect to develop multiple scenarios when developing the regional LRTP, the MPO/RPO must conduct an analysis as part of the systems performance report on how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets [23 CFR 450.324(f)(4)(ii)].

PennDOT and the MPOs/RPOs will include a description on progress towards each of the performance measures and targets as plans are updated. The progress explanation should

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include the information that is available at the time of the plan adoption, such as information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of LRTPs, PennDOT and MPOs/RPOS must continue to include a system performance report. These reports must describe the progress of the MPO/RPOs in meeting the performance targets in comparison with system performance recorded in previous years.

Safety Performance Measures

The FHWA final rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) were published in the Federal Register (81 FR 13881 and 81 FR 13722) on March 15, 2016, and became effective on April 14, 2016.

These final rules were the first in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP–21 and the FAST Act.

The HSIP Final Rule updates the HSIP regulation under 23 CFR Part 924 to be consistent with MAP-21 and the FAST Act while clarifying existing program requirements. The Safety PM Final Rule adds Part 490 to Title 23 of the Code of Federal Regulations (CFR) to implement the performance management requirements in 23 U.S.C. 150.

The Safety PM Final Rule, also referred to as PM1 Final Rule, establishes safety performance measure requirements for carrying out the HSIP and to assessing fatalities and serious injuries on all public roads.

The Safety PM Final Rule establishes five performance measures used in determining five-year rolling averages to include:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Target Setting:

Pennsylvania's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets priority Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. The SHSP contains Pennsylvania's statewide goals for fatalities and serious injuries. The SHSP has been developed and will be updated in conjunction with stakeholders including federal, state, local and private sector agencies including Pennsylvania's MPOs/RPOs.

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Pennsylvania established a Safety Planning workgroup with representation from PennDOT CPDM, BOMO, Engineering Districts, the MPOs/RPOs and FHWA. The group includes technical safety and planning professionals that meet regularly to discuss relative topics such as the SHSP and performance measures. PennDOT and the MPOs/RPOs will continue to utilize this workgroup to coordinate the State's safety target setting. Information discussed as part of this workgroup will be shared at Statewide Planning Partner Meetings and conference calls.

PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting Safety Planning Workgroup calls. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for ensuring there is adequate MPO/RPO representation on the Safety Planning Workgroup. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT BOMO will submit the state safety targets as part of the annual Pennsylvania Highway Safety Plan submitted to NHTSA. The state targets for the number of fatalities, number of serious injury and rate of fatalities need to be identical to those submitted to FHWA. PennDOT will include state safety targets for all five of the safety performance measures as part of the annual Pennsylvania Highway Safety Improvement Program (HSIP) report submitted to FHWA.

PennDOT CPDM will share the annual submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM within 180 days of PennDOT establishing targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology, including VMT used to develop their targets to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State crash database. The VMT are derived from the Highway Performance Monitoring System (HPMS).

PennDOT BOMO will review the State's crash and fatality data and evaluate it for overall trends. PennDOT BOMO will compare these trends to what can be observed at the national level.

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PennDOT BOMO will assess the state and national trends to determine how they relate to the SHSP Goals and the National Toward Zero Death initiative.

PennDOT BOMO will provide CPDM statewide data to share with the MPOs/RPOs to assist them in deciding whether they are going to support the State's targets or adopt their own.

MPOs/RPOs should utilize their specific data from the Pennsylvania Crash Information Tool to further assist in their decision-making process as to whether they are going to support the State's targets or adopt their own.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include safety performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT BOMO will include information on safety targets and progress towards meeting targets as part of annual Safety submissions to NHTSA and FHWA. FHWA will utilize data from a base line period for assessing significant progress. Four of the five measures will need to be met or significantly improve. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its safety targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual safety performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including safety performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

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In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual safety performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the safety performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the strategic highway safety plan (SHSP), highway safety improvement program (HSIP), and other performance-based plans are being implemented through the program of projects in the TIP.

Pavement/Bridge Performance Measures

The FHWA final rule for the National Performance Management Measures; Assessing Pavement Condition for the National Highway Performance Program and Bridge was published in the Federal Register (82 FR 5886) on January 18, 2017 and became effective on February 17, 2017.

This final rule was the second in a series of three related rulemakings that together establishes a set of performance measures for State DOTs and MPOs to use as required by MAP–21 and the FAST Act.

The final rule established performance measures for all State DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of pavements on the Interstate System, pavements on the NHS (excluding the Interstate System), bridges carrying the NHS which include on and off ramps connected to the NHS. The NHPP is a core Federal-aid highway program that provides support for the condition and performance of the NHS and the construction of new facilities on the NHS. The NHPP also ensures that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of

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performance targets as established in a State's Transportation Asset Management Plan (TAMP) for the NHS. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting.

The pavement and bridge performance measures, collectively referred to as the PM2 measures include:

- % of Interstate pavements in Good condition
- % of Interstate pavements in Poor condition
- % of non-Interstate NHS pavements in Good condition
- % of non-Interstate NHS pavements in Poor condition
- % of NHS bridges by deck area classified in Good condition
- % of NHS bridges by deck area classified in Poor condition

Target setting:

Pennsylvania established a TAMP Steering Committee with representation from PennDOT's Executive staff, Engineering Districts, Asset Management Division, Center for Program Development and Management, Bureau of Planning and Research, Highway Safety and Traffic Operations Division, FHWA, the Pennsylvania Turnpike Commission (PTC) and MPOs/RPOs. The workgroups purpose is to manage and coordinate the development, submission, and implementation of the TAMP, and the pavement and bridge condition performance measures.

PennDOT CPDM, BOMO, Engineering Districts and the MPOs/RPOs will continue to utilize the committee to coordinate the State's pavement and bridge target setting. Information discussed as part of the committee will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT BOMO in coordination with CPDM will be responsible for scheduling and conducting TAMP Steering committee meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the committee. All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report.

PennDOT will report the targets as part of FHWA required Performance Reporting.

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PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT BOMO will collect and perform the analysis of the data for the pavement and bridge performance measures.

Pavement

Determining pavement condition requires rigorous data collection. In the past, all PennDOT data was collected for each roadway segment, which is approximately one-half-mile in length. Federal rulemaking 23 U.S.C. 119 now requires that all distress component information be collected for one-tenth-mile increments. PennDOT and its partners have adjusted their pavement data collection to meet FHWA standards. Data collection at the tenth-mile increment level began in 2017 for cracking, rutting, and faulting and will be used for this submission of the TAMP.

Pavement performance measures required for FHWA reporting include the following four distress components:

- International Roughness Index (IRI) – Quantifies how rough the pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile
- Cracking – Measures the percentage of pavement surface that is cracked
- Rutting – Measures the depth of ruts (surface depression) in bituminous pavement in inches
- Faulting – Quantifies the difference in elevation across transverse concrete pavement joints in inches

These distress measurements translate to good, fair, or poor condition scores. The table below summarizes the pavement condition metrics for IRI, cracking percent, rutting, and faulting.

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Rating (one-tenth-mile)	**Good**	**Fair**	**Poor**
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage (%)	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

IRI and cracking apply to both bituminous and concrete pavements, while rutting is exclusively for bituminous pavement and faulting is exclusively for concrete pavement. Each one-tenth-mile pavement section is considered in good condition if all three of its distress components are rated as good, and in poor condition if two or more of its three distress components are rated as poor.

23 CFR part 490.315(a), Subpart C, requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor pavement condition. If the threshold is not met, restrictions are placed on PennDOT's federal funding—specifically, NHPP and Surface Transportation Program (STP) funds. FHWA has not established a minimum condition for NHS non-Interstate roadways but requires the State DOT to establish performance targets.

23 CFR 490.313(b)(4)(i) requires that the total mainline lane-miles of missing, invalid, or unresolved sections for the Interstate System and non-Interstate NHS shall be limited to no more than five percent of the total lane miles. A section is missing if any one of the data requirements specified in 23 CFR 490.309 and 23 CFR 490.311(c) are not met or if that reported section does not provide sufficient data to determine its overall condition.

PennDOT BOMO and Engineering Districts will utilize its pavement asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania's pavements.

PennDOT's pavement condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.

<u>Bridge</u>

The FHWA final rulemaking also established performance measures for all mainline Interstate Highway System and non-Interstate NHS bridges regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS.

Separate bridge structure condition ratings are collected for deck, superstructure, and substructure components during regular inspections using the National Bridge Inventory (NBI) Standards. For culvert structures, only one condition rating is collected (the culvert rating). A

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rating of 9 to 0 on the FHWA condition scale is assigned to each component. Based on its score, a component is given a good, fair, or poor condition score rating.

The table below summarizes the FHWA scoring system for bridge condition metrics for deck, superstructure, substructure, and culvert components.

Rating	Good	Fair	Poor
Deck	≥7	5 or 6	≤4
Superstructure	≥7	5 or 6	≤4
Substructure	≥7	5 or 6	≤4
Culvert	≥7	5 or 6	≤4

A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is rated as poor.

23 CFR 490.411(a) requires that no more than 10 percent of a state's total NHS bridges by deck area are in poor condition.

PennDOT BOMO and Engineering Districts will utilize its bridge asset management tools and processes, which continue to be systematically expanded to analyze Pennsylvania's bridges.

PennDOT's bridge condition targets will be consistent with its asset management objectives of maintaining the system at the desired state of good repair, managing to LLCC, and achieving national and state transportation goals.

Reporting on progress towards target achievement:

PennDOT and the MPOs/RPOs will include pavement and bridge performance measures and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

When collaborating to set annual targets, PennDOT BOMO, CPDM and Engineering Districts will coordinate to provide feedback on statewide and MPO/RPO specific progress towards target achievement as it becomes available.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its pavement and bridge targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

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In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual pavement and bridge performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including pavement and bridge performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual pavement and bridge performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs, MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the pavement and bridge performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the asset management plans and other performance-based plans are being implemented through the program of projects in the TIP.

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System Performance Measures

The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* was published in the Federal Register (82 FR 5970) on January 18, 2017, and became effective on May 20, 2017.

This final rule was the third in a series of three related rulemakings that together establish a set of performance measures for State DOTs and MPOs to use as required by MAP–21 and the FAST Act. The measures in this third final rule will be used by State DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. These system performance measures are collectively referred to as the PM3 measures.

The PM3 performance measures include:

- Percent of Person-miles Traveled on the Interstate System that are Reliable
- Percent of Person-miles Traveled on the Non-Interstate NHS that are Reliable
- Interstate System Truck Travel Time Reliability Index
- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percent of Non-Single Occupant Vehicle (SOV) Travel
- On-Road Mobile Source Emissions Reduction for CMAQ-funded Projects

Target setting:

In Pennsylvania, PennDOT CPDM in coordination with BOMO will take the lead and coordinate with MPO/RPO representatives as well as other necessary stakeholders, such as other State DOTs in urbanized areas, to utilize existing workgroups or organize a group to collaborate on the system performance measures and targets. This group will evaluate baseline performance measures tools, trends, and methodologies. Information discussed as part of these group(s) will be shared at Statewide Planning Partner Meetings and conference calls.

To satisfy 23 CFR 490.105(e)(2), PennDOT CPDM and BOMO will coordinate with MPOs/RPOs on the development of the measures and selection of targets to ensure consistency, to the maximum extent practicable. PennDOT CPDM in coordination with BOMO will be responsible for scheduling and conducting group meetings. PennDOT CPDM will be responsible for scheduling and conducting Planning Partner meetings and conference calls, where coordination on target setting will occur.

MPOs/RPOs will be responsible for providing representation on the group(s). All MPOs/RPOs will ensure they participate in Planning Partner meetings and conference calls to provide input into performance measure and target coordination.

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PennDOT is required to set State 2-year and 4-year targets biennially. PennDOT will have the option to adjust the four-year targets in the Mid Performance Period Progress Report. PennDOT CPDM in coordination with BOMO will coordinate any adjustments to the targets with the MPOs/RPOs.

The targets for the traffic congestion measures [23 CFR 490.707(a) and (b)] reported by PennDOT and MPOs for an urbanized area must be identical [23 CFR 490.105(f)(5)]. If a multistate MPO is required to establish targets for the traffic congestion measures, all applicable MPOs and State DOTs must establish only one 2-year target and one 4-year target for the entire urbanized area for each traffic congestion measure. The MPOs and State DOTs will collectively develop and implement a mutually agreed upon coordination process so that both MPOs and State DOTs meet their respective target establishment and reporting deadlines.

PennDOT will report the targets as part of FHWA required Performance Reporting.

PennDOT CPDM will share the reporting submissions and/or another type of notification of the state targets with the MPOs/RPOs in a timely manner.

All Pennsylvania MPOs/RPOs will establish targets for each performance measure and communicate adoption to PennDOT CPDM, within 180 days of PennDOT establishing (or amending) targets either by agreeing to plan and program projects in support of PennDOT targets, or by committing to their own quantifiable targets. If an MPO/RPO chooses to establish their own performance targets, they would need to coordinate with PennDOT CPDM and BOMO (as appropriate) on the selection of the targets and provide methodology used to develop their targets in accordance with 23 U.S.C. 134(h)(2)(B)(i)(II) to ensure consistency, to the maximum extent practicable.

Data Collection and Analysis:

PennDOT CPDM and BOMO have worked to identify and evaluate the data and tools used to produce the baseline performance measures. The University of Maryland CATT Lab RITIS software platform is used to generate all the measures derived from the NPMRDS travel time data source. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and mobile source emissions measures, respectively. Future revisions and modifications to these tools may impact the reported performance measures and established targets.

Due to potential tool enhancements, limited historic information, and the need for additional research to understand the variances and factors influencing each of the performance measures, PennDOT CPDM and BOMO will continue to identify and evaluate the data and tools necessary for the performance measures and establishing targets.

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PennDOT CPDM and BOMO will take the lead along with required MPOs to track and evaluate data and targets.

Progress Towards Target Achievement and Reporting:

PennDOT and the MPOs/RPOs will include system performance measure and targets in the STIP, regional TIPs, and LRTPs.

PennDOT and the MPOs/RPOs will ensure the STIP, regional TIPs, and LRTPs are developed and managed to support progress toward target achievement.

PennDOT will need to report baseline, mid period performance and full period performance as identified to FHWA. FHWA will determine if Pennsylvania has met or made significant progress toward meeting its system performance targets. When FHWA reports their findings to PennDOT, CPDM will share the findings with MPOs/RPOs.

In accordance with 23 U.S.C. 149(l), each MPO serving a Transportation Management Area (TMA) with a population over 1 million representing nonattainment and maintenance areas must develop a CMAQ Performance Plan, updated biennially, to report baseline condition/performance, targets, projects that will contribute to the targets, and the progress toward achievement of targets for the CMAQ traffic congestion and on-road mobile source emissions measures. Likewise, 23 CFR 490.105(f)(5)(iii) requires these MPOs must establish both 2-year and 4-year targets for the metropolitan planning area. MPOs that must develop a CMAQ performance plan will ensure they are developed and submitted timely to PennDOT, so they can be included in required FHWA reporting completed by PennDOT.

In accordance with 23 CFR 450.216(f), PennDOT CPDM in coordination with BOMO will include a description of the individual system performance measures and targets for those measures for the Statewide LRTP moving forward. In addition to including system performance measures and targets in the Statewide LRTP, PennDOT CPDM in coordination with BOMO will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. PennDOT CPDM in coordination with BOMO will include a description of progress achieved by the MPOs/RPOs in meeting the MPO/RPO performance targets in comparison with system performance recorded in previous reports [23 CFR 450.216(f)(2)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of Statewide LRTPs, PennDOT CPDM in coordination with BOMO will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.324(f)(3-4), MPOs/RPOs will include a description of the individual system performance measures and targets for those measures for regional LRTPs moving forward. In addition to including performance measures and targets in the regional LRTPs,

Pennsylvania Transportation Performance Management
Performance-based Planning and Programming Procedures

MPOs/RPOs will include a system performance report. That report must include an evaluation of system performance with respect to the performance targets. MPOs/RPOs will describe progress achieved in meeting the performance targets in comparison with system performance recorded in previous reports [23 CFR 450.324(f)(4)(i)]. The progress description will include the information that has been reported as part of the reports required under 23 CFR 490.107. With subsequent adoptions of regional LRTPs, MPOs/RPOs will continue to include a system performance report describing the progress of meeting the performance targets in comparison with system performance recorded in previous years.

In accordance with 23 CFR 450.218(q), PennDOT CPDM in coordination with BOMO will include a narrative description in the STIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the STIP.

In accordance with 23 CFR 450.326(d), MPOs/RPOs will include a narrative description in the TIP on how the program of projects contributes to the achievement of the system performance targets. The narratives should document PBPP objectives, investment strategies, performance measures and targets from the freight plan, Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s) [23 U.S.C. 149(l)], Congestion Management Process (CMP), and other performance-based plans are being implemented through the program of projects in the TIP.

Reading MPO CMAQ Project Selection Process (Adopted 5/20/2021, Updated 2/25/2026)

Introduction

The Congestion Mitigation and Air Quality (CMAQ) Funding Program was created under the federal Intermodal Surface Transportation Equity Act (ISTEA, 1991) and reauthorized under the Transportation Equity Act for the 21st Century (TEA-21, 1998); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, 2005); the Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012); the Fixing Americas Surface Transportation Act (FAST Act, 2015); and the Infrastructure Investment and Jobs Act (IIJA) of 2021.

The purpose of the CMAQ Program is to fund transportation projects/programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5).

According to the latest guidance (Nov 2013) from the Air Quality and Transportation Conformity Team in FHWA's Office of National Environment, in cooperation with the FTA's Office of Planning and Environment, the CMAQ program supports two important goals of the U.S. Department of Transportation: improving air quality and relieving congestion – in other words, reducing pollution and adverse environmental effects of transportation projects and transportation system inefficiencies. The CMAQ program provides funding for a broad array of tools to accomplish these goals while ensuring compliance with the transportation conformity provisions of the Clean Air Act Amendments of 1990.

This guidance document states that MPO's, State DOT's, and transit agencies "should develop CMAQ project selection processes in accordance with the metropolitan and/or statewide planning process under 23 U.S.C. 134 and 135." The project selection process should be transparent, in writing, and publicly available. State DOT's and MPO's should develop an appropriate project list of CMAQ programming priorities that will have the greatest impact on air quality.

Historically, the Reading Area Transportation Study (RATS) has championed three air quality target areas in previous TIP's:

- Vehicle Miles Traveled (VMT) Reduction: Susquehanna Regional Transportation Partnership (SRTP) and the CommutePA (formerly the Commuter Services of Pennsylvania) program – advocating for non-SOV transportation alternatives for commuters.
-
- Cleaner Engines: BARTA Fleet Replacement – in the 2021-2024 TIP, RATS approved $900,000 per year for two years to assist with the purchase of new replacement vehicles in the BARTA fleet. With significant financial constraints due to increasing inflationary effects, there were no CMAQ funds available to be flexed within the 2023-2026 TIP. The 2025-2028 TIP and current 2027-2030 TIP reintroduce funds in 2027 ($450,000) and 2028 ($900,000) to again assist with vehicle replacements within the BARTA fleet.
-
- Traffic Operations / Congestion Mitigation: Addressing off-road improvements that promote cleaner air and/or congestion reductions such as Freeway Service Patrol expansion, additional operator(s) in the Traffic Management Center, and traveler information improvements as recommended in the recently published 2020 Regional Operations Plans.
-

Any additional CMAQ funds available would then be applied to those TIP projects that were reviewed and deemed eligible for CMAQ funding.

Project Selection Process

The Reading MPO wishes to commit to specific on-going CMAQ-eligible programs and prioritize those efforts for CMAQ funding. During the development of future Transportation Improvement Programs (TIPs), RATS may designate (a) specific on-going program(s) as (a) CMAQ funding priority(ies) and allocate CMAQ funding for that program for any period chosen by the MPO, with the caveat that funding may be redirected during the TIP update process as project needs and available resources dictate.

1. Prior to the beginning of a TIP update cycle (generally in the late winter/early spring of the year prior to a new TIP taking effect) District and MPO staff will meet to discuss projects proposed for inclusion in the CMAQ Project Selection Process.
2.
3. Once the TIP Update Cycle begins, and after the total of all on-going program commitments is deducted from the RATS CMAQ funding allocation, any remaining CMAQ funds will be allocated to CMAQ-eligible projects based on the following subjective criteria:
4.
    A. Does it meet the CMAQ Program requirements (NOx and/or VOC emission reduction, congestion reduction, NO capacity-increasing projects)?

    B. Have the emission reduction benefits been quantified?

5. After MPO staff completes an initial screening through the subjective criteria to ensure CMAQ eligibility, the CMAQ Evaluation Table Template – cooperatively created and endorsed by both PennDOT and the FHWA – will be used to Objectively screen projects.

6. A second coordination meeting between District and MPO staff will be held where each project will be recorded in the attached Excel spreadsheet and fields completed accordingly. Note that since the Reading MPO does not actively solicit candidate CMAQ projects through a competitive process, this spreadsheet is used to further document the decision-making process and not necessarily to rank projects against each other.

7. Upon completion of the spreadsheet and concurrence by District 5-0 staff, the results will be forwarded to PennDOT Center for Program Development and Management (CPDM) staff.

8. Once CPDM staff approve, projects will be programmed on our Transportation Improvement Program (TIP). This entire process will be conducted publicly during MPO Technical and Coordinating Committee meetings.

Outside of the TIP update cycle, should additional CMAQ funds become available, these funds may be allocated to currently programmed CMAQ-eligible projects and/or new candidate projects. Project selection will take place using the same process. This entire process will be conducted publicly during MPO Technical and Coordinating Committee meetings.

Candidate CMAQ Projects for Evaluation and Selection

MPO: Reading

Meeting Date: 10/30/25 [Between MPO and District Staff To Review Candidate Projects]

Add a New Project Row | Delete a Project Row

Weight Sum = ✔ *100%*

County	Project Description		CMAQ Eligible Activity	Applicable Criteria Pollutant(s)	Project Selection Factors (0=lowest, 100=highest rank) ; Weights must sum to 100%								Average Project Rank Score (0-100)	Selected for CMAQ Funding
					30%		10%	20%	10%	10%	10%	10%		
	MPMS#	*Detailed Project Description*			*FHWA Cost Effectiveness*	*Cost Effectiveness Override Value - Required for "Other" Projects*	*Consistency with LRTP*	*Corridor Congestion & Priority*	*Nonattainment or Maintenance for Ozone and PM2.5*	*Project Readiness and Sponsor Capacity*	*Benefits EJ Population*	*Other Factors*		
Berks	123619	SR 422 Ben Franklin Congested Corridor West (Traffic Signal Coordination and Optimization at 5 intersections along Arterial corridor in Exeter and Amity Townships)	Other	Ozone	N/A	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	40	Yes
Berks	117620	SR 2023 State Hill Road #2 (Improvements at signalized intersection with SR 3422-Penn Ave.)	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	61	Yes
Berks	79467	SR 12 Elizabeth Avenue (Install roundabout at unsignalized intersection with SR 2016-Elizabeth Ave.)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	117603	State Hill Road - SR 222 SB to Norfolk Southern RR (State Hill Rd. intersections with SR 222 SB ramps, SR 222 NB ramps & Spring Street, converting signalized intersections to roundabouts)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	10815	SR 73 / Freidensburg Rd. (Install left-turn lanes at signalized intersection on SR. 73 and SR 2023-Friedensburg Rd.)	Intersection Improvements	Ozone	53	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	56	Yes
Berks	90569	SR 222 / Long Lane (Install roundabout at signalized intersection of U.S. 222 and SR 1024-Long Lane)	Roundabouts	Ozone	21	N/A	High (100)	High (100)	0	High (100)	Medium (50)	Low (0)	51	Yes
Berks	110075	SR 422 Ben Franklin Congested Corridor (Traffic Signal Coordination and Optimization at 8 intersections along Arterial corridor in Amity Township)	Other	Ozone	N/A	N/A	High (100)	High (100)	0	Medium (50)	Medium (50)	Low (0)	40	Yes

May 21, 2025

PENNSYLVANIA 2027 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

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INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives

2027 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components in late April 2025, with the following recommendations:

- Existing formulas with updated data are retained from the 2025 Financial Guidance.
- The PROTECT program will continue to be administered as a statewide program.
- Updates to data: Vehicle Miles Traveled (VMT), Lane Miles, Truck VMT, NHS Bridge and Pavement Asset Management Factor (AMF), Bridge Deck Area and Vehicle Registration.
- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.
- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.

- Anticipated available federal highway, bridge and transit funds will reflect 2026 Infrastructure Investment and Jobs Act (IIJA) authorized amounts for each year of the 12-Year Program.

The planning regions, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2027 Transportation Program Financial Guidance* and *Pennsylvania 2027 Transportation Program General and Procedural Guidance* on May 21, 2025.

FUNDING

Pennsylvania's 2027 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Highway and Bridge Capital funding for highway capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each planning region and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget. Financial Guidance is based upon information currently available as of May 2025. Adjustments or updates may be necessary based upon federal reauthorization.

- **National Highway Performance Program (NHPP)**:
    - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset

Management Plan (TAMP) and Performance Based Planning and Programming. Approximately $150 million of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional $50 million is provided for Interstates in each subsequent year until a total of $1 billion is realized in 2028.

- Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
- An average of $8.6 million per year will be reserved for State and Local Bridge Inspection.
- Remaining funds will be distributed amongst planning regions for bridges and highways on the NHS based upon the regional share of these factors:

2027 through 2038	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

- AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 4.

- **Surface Transportation Block Grant Program (STP)**:
  - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
  - An average of $17 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
  - Remaining funds will be distributed to planning regions based upon the regional share of these factors:

2027 through 2038	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU)**:
  - Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
  - The sub-allocation formula is currently based on the 2020 Federal Census.

- **Off System Bridges (BOF):**
  - Funding for minor collector and local functional class bridges will utilize the following formula:

2027 through 2038
Deck Area All Bridges (100%)

  - Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
  - Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.

- **Bridge Formula Investment Program (BRIP):**
  - Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to planning regions and the Interstate Program based upon the share of these factors:

2027 through 2038	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	1/4 Bridge AMF

- **Highway Safety Improvement Program (HSIP)**:
  - $50 million in funding for this program will be reserved statewide for priority safety initiatives.
  - $12 million is divided evenly amongst the urban and rural regions to provide a $500,000 base amount of funding to address systemic safety projects.
  - The remaining funding will be allocated to planning regions based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
  - In accordance with agreements reached in conjunction with Pennsylvania Act 3 of 1997, $25 million is reserved each year in federal funds to flex to transit. CMAQ funding will comprise more than $23 million of this reservation. Remaining funds will be from the STP category.
  - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.

- **National Highway Freight Program (NFP):**
  - Funding for this program will be allocated to the Interstate Management Program.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
  - The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
  - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.

- **Railway-Highway Crossings, Section 130 (RRX)**:
  - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
  - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.

- **Carbon Reduction Program (CRP, CRPU):**
  - $10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
  - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
  - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2027 through 2038
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
  - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
  - Centralized management of this program allows for a formalized project selection process and the selection of higher cost projects.
  - Target investment ranges have been developed for each District based upon FEMA flood maps and historic flooding and slide closure data. Additional information on target investment ranges is included in General and Procedural Guidance.

- **Highway Capital Funding (581)**:
  - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
  - $25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
  - $25 million per year in State Highway (Capital) funds for are reserved for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of Secretary of Department of Transportation.
  - An average of $45.3 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
  - Remaining state highway funds will be distributed based upon the regional share of these factors:

2027 through 2038
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (185/183)**:
  - Bridge funding will be allocated to planning regions based upon the regional share of these factors:

2027 through 2038
Deck Area All Bridges (100%)

  - Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF)**:
  - This funding is earmarked for specific projects that were authorized by federal legislation.

- **Appalachian Development Highway (APD/APL)**:
  - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC). Funding for this program is managed statewide by PennDOT.

- **National Electric Vehicle Infrastructure Formula Program (NEVI):**
  - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.

- **All Competitive Federal Funding:**
  - Funding awards and allocations through the Federal Competitive Programs that are determined by the United States Department of Transportation.

- **Discretionary State Funding:**
  - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.

- **State Maintenance Funding:**
  - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179:**
  - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A very limited amount of funding remains available for previously approved county-owned bridge projects.

- **Local and Private Funding:**
  - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.
  - Funding for locally owned poor rated bridges made available through Act 13 of 2012 are not included in the tables and can be considered additional funding. Act 13 funded projects must be shown on a regional Transportation Improvement Program.

- **Turnpike Funding:**
  - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2024 allocations via IIJA.

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of $25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 6 through 8. Federal funding is based on most recent IIJA authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Motor

Vehicle Sales Tax, Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
    1. The operating assistance received in the prior fiscal year plus funding growth.
    2. Funding growth over the prior year is distributed on four operating statistics:
        a. Total passengers
        b. Senior passengers
        c. Revenue vehicle miles
        d. Revenue vehicle hours

  The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **Asset Improvement Program for Capital projects (Section 1514) –** The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, Motor Vehicle Sales Tax, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.

- **Alternative Energy Capital Investment Program (Section 1517.1) –** The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.

- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.

- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program)**. Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds ($000)

Federal Funds	2027	2028	2029	2030	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	**2,643,515**	**2,643,515**	**2,643,515**	**2,643,515**	**10,574,060**

State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Subtotal -- State Funds	**998,000**	**986,000**	**1,025,000**	**1,067,000**	**4,076,000**
Grand Total	**3,641,515**	**3,629,515**	**3,668,515**	**3,710,515**	**14,650,060**

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas ($000)

National Highway Performance Program	2027	2028	2029	2030	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Less Enhanced Interstate Management	**450,947**	**488,177**	**488,177**	**488,177**	**1,915,478**
Remaining	793,593	756,363	756,363	756,363	3,062,682
20% Statewide Reserve	**158,719**	**151,273**	**151,273**	**151,273**	**612,536**
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	**317,378**	**317,378**	**317,378**	**317,378**	**1,269,512**
NHPP Funds to Distribute	**308,874**	**279,090**	**279,090**	**279,090**	**1,146,143**

Surface Transportation Block Grant Program	2027	2028	2029	2030	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	**190,185**	**190,185**	**190,185**	**190,185**	**760,740**
Less Set-Aside for Off-System Bridges	**98,396**	**98,396**	**98,396**	**98,396**	**393,582**
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Less Structure Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,405	3,973	3,973	3,973	15,323
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	*248,233*	*247,666*	*247,666*	*247,666*	*991,232*
Less Spike (20% of Remaining STP)	**49,647**	**49,533**	**49,533**	**49,533**	198,246
STP Funds to Distribute	**198,587**	**198,133**	**198,133**	**198,133**	**792,986**

Highway Safety Improvement Program	2027	2028	2029	2030	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of $500K to each MPO/RPO	**12,000**	**12,000**	**12,000**	**12,000**	**48,000**
Less Statewide Reserve	**50,000**	**50,000**	**50,000**	**50,000**	**200,000**
HSIP Funds to Distribute	**72,090**	**72,090**	**72,090**	**72,090**	**288,360**

Congestion Mitigation and Air Quality	2027	2028	2029	2030	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	**97,528**	**97,528**	**97,528**	**97,528**	**390,114**

National Highway Freight Program	2027	2028	2029	2030	Total
Interstate Program	**60,360**	**60,360**	**60,360**	**60,360**	**241,441**

Transportation Alternatives	2027	2028	2029	2030	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	**17,755**	**17,755**	**17,755**	**17,755**	**71,021**
TAP Funds -- Statewide Competitive Program	**30,558**	**30,558**	**30,558**	**30,558**	**122,234**

Railway-Highway Safety Crossings	2027	2028	2029	2030	Total
Statewide Program	**7,184**	**7,184**	**7,184**	**7,184**	**28,737**

Bridge Formula Program	2027	2028	2029	2030	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	**53,007**	**53,007**	**53,007**	**53,007**	**212,027**
Special Bridge Formula Funds to Distribute	**300,371**	**300,371**	**300,371**	**300,371**	**1,201,485**

Carbon Reduction Program	2027	2028	2029	2030	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	**22,304**	**22,304**	**22,304**	**22,304**	**89,214**
Carbon Reduction Urban Set-Aside 50-200K	**1,916**	**1,916**	**1,916**	**1,916**	**7,666**
Carbon Reduction 5,000 to 50,000 to Distribute	**3,156**	**3,156**	**3,156**	**3,156**	**12,623**
Carbon Reduction < 5,000 to Distribute	**8,431**	**8,431**	**8,431**	**8,431**	**33,725**
Less TSMO	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
Carbon Reduction Program Flex to Distribute	**9,281**	**9,281**	**9,281**	**9,281**	**37,123**

PROTECT Formula Program	2027	2028	2029	2030	Total
PROTECT Formula Program	**62,639**	**62,639**	**62,639**	**62,639**	**250,556**

Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds ($000)

State Funds	2027	2028	2029	2030	Total
State Highway (Capital)	696,000	691,000	737,000	778,000	2,902,000
State Bridge	302,000	295,000	288,000	289,000	1,174,000
Total State Funds (for Discretionary Calculation)	998,000	986,000	1,025,000	1,067,000	4,076,000
Mandatory 15% Discretionary (Highway Funds)	**149,700**	**147,900**	**153,750**	**160,050**	**611,400**

State Highway (Capital)	2027	2028	2029	2030	Total
Highway (Capital) After Discretionary Set-Aside	546,300	543,100	583,250	617,950	2,290,600
Less Environmental Resource Agencies	851	879	879	879	3,490
Less State Bridge Inspection	38,600	40,530	42,557	44,684	166,371
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	**453,449**	**448,291**	**486,414**	**518,986**	**1,907,140**

State Bridge	2027	2028	2029	2030	Total
State Bridge Funds to Distribute	**302,000**	**295,000**	**288,000**	**289,000**	**1,174,000**

Total Distributed/Statewide Reserve	3,496,462	3,481,937	3,518,910	3,558,782	14,056,090

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 1: Available Funds
2027 Financial Guidance 2031-2034
Highway and Bridge Funds ($000)

Federal Funds	2031	2032	2033	2034	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	**2,643,515**	**2,643,515**	**2,643,515**	**2,643,515**	**10,574,060**

State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	**1,067,000**	**1,067,000**	**1,067,000**	**1,067,000**	**4,268,000**
Grand Total	**3,710,515**	**3,710,515**	**3,710,515**	**3,710,515**	**14,842,060**

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas ($000)

National Highway Performance Program	2031	2032	2033	2034	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	**488,177**	**488,177**	**488,177**	**488,177**	**1,952,708**
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	**151,273**	**151,273**	**151,273**	**151,273**	**605,090**
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	**317,378**	**317,378**	**317,378**	**317,378**	**1,269,512**
NHPP Funds to Distribute	**279,090**	**279,090**	**279,090**	**279,090**	**1,116,359**

Surface Transportation Block Grant Program	2031	2032	2033	2034	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	**190,185**	**190,185**	**190,185**	**190,185**	**760,740**
Less Set-Aside for Off-System Bridges	**98,396**	**98,396**	**98,396**	**98,396**	**393,582**
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	*247,666*	*247,666*	*247,666*	*247,666*	*990,665*
Less Spike (20% of Remaining STP)	**49,533**	**49,533**	**49,533**	**49,533**	**198,133**
STP Funds to Distribute	**198,133**	**198,133**	**198,133**	**198,133**	**792,532**

Highway Safety Improvement Program	2031	2032	2033	2034	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of $500K to each MPO/RPO	**12,000**	**12,000**	**12,000**	**12,000**	**48,000**
Less Statewide Reserve	**50,000**	**50,000**	**50,000**	**50,000**	**200,000**
HSIP Funds to Distribute	**72,090**	**72,090**	**72,090**	**72,090**	**288,360**

Congestion Mitigation and Air Quality	2031	2032	2033	2034	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	**97,528**	**97,528**	**97,528**	**97,528**	**390,114**

National Highway Freight Program	2031	2032	2033	2034	Total
Interstate Program	**60,360**	**60,360**	**60,360**	**60,360**	**241,441**

Transportation Alternatives	2031	2032	2033	2034	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	**17,755**	**17,755**	**17,755**	**17,755**	**71,021**
TAP Funds -- Statewide Competitive Program	**30,558**	**30,558**	**30,558**	**30,558**	**122,234**

Railway-Highway Safety Crossings	2031	2032	2033	2034	Total
Statewide Program	**7,184**	**7,184**	**7,184**	**7,184**	**28,737**

Bridge Formula Program	2031	2032	2033	2034	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	**53,007**	**53,007**	**53,007**	**53,007**	**212,027**
Special Bridge Formula Funds to Distribute	**300,371**	**300,371**	**300,371**	**300,371**	**1,201,485**

Carbon Reduction Program	2031	2032	2033	2034	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	**22,304**	**22,304**	**22,304**	**22,304**	**89,214**
Carbon Reduction Urban Set-Aside 50-200K	**1,916**	**1,916**	**1,916**	**1,916**	**7,666**
Carbon Reduction 5,000 to 50,000 to Distribute	**3,156**	**3,156**	**3,156**	**3,156**	**12,623**
Carbon Reduction < 5,000 to Distribute	**8,431**	**8,431**	**8,431**	**8,431**	**33,725**
Less TSMO	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
Carbon Reduction Program Flex to Distribute	**9,281**	**9,281**	**9,281**	**9,281**	**37,123**

PROTECT Formula Program	2031	2032	2033	2034	Total
PROTECT Formula Program	**62,639**	**62,639**	**62,639**	**62,639**	**250,556**

Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds ($000)

State Funds	2031	2032	2033	2034	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Total State Funds (for Discretionary Calculation)	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Mandatory 15% Discretionary (Highway Funds)	**160,050**	**160,050**	**160,050**	**160,050**	**640,200**

State Highway (Capital)	2031	2032	2033	2034	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
Less Environmental Resource Agencies	879	879	879	879	3,517
Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	**518,987**	**518,986**	**518,986**	**518,986**	**2,075,945**

State Bridge	2031	2032	2033	2034	Total
State Bridge Funds to Distribute	**289,000**	**289,000**	**289,000**	**289,000**	**1,156,000**

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 1: Available Funds
2027 Financial Guidance 2035-2038
Highway and Bridge Funds ($000)

Federal Funds	2035	2036	2037	2038	Total
National Highway Performance Program (NHPP)*	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Surface Transportation Block Grant Program (STP)*	605,452	605,452	605,452	605,452	2,421,808
Highway Safety Improvement Program (HSIP)*	134,090	134,090	134,090	134,090	536,360
Congestion Mitigation and Air Quality (CMAQ)*	120,784	120,784	120,784	120,784	483,135
National Highway Freight Program (NFP)*	60,360	60,360	60,360	60,360	241,441
Railway-Highway Safety Crossings (RRX)	7,184	7,184	7,184	7,184	28,737
Carbon Reduction Program (CRP)	55,088	55,088	55,088	55,088	220,352
PROTECT Formula Program (PRTCT)	62,639	62,639	62,639	62,639	250,556
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	**2,643,515**	**2,643,515**	**2,643,515**	**2,643,515**	**10,574,060**

State Funds	2035	2036	2037	2038	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Subtotal -- State Funds	**1,067,000**	**1,067,000**	**1,067,000**	**1,067,000**	**4,268,000**
Grand Total	**3,710,515**	**3,710,515**	**3,710,515**	**3,710,515**	**14,842,060**

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas ($000)

National Highway Performance Program	2035	2036	2037	2038	Total
NHPP Apportionment	1,244,540	1,244,540	1,244,540	1,244,540	4,978,160
Enhanced Interstate Management	**488,177**	**488,177**	**488,177**	**488,177**	**1,952,708**
Remaining	756,363	756,363	756,363	756,363	3,025,452
20% Statewide Reserve	**151,273**	**151,273**	**151,273**	**151,273**	**605,090**
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	**317,378**	**317,378**	**317,378**	**317,378**	**1,269,512**
NHPP Funds to Distribute	**279,090**	**279,090**	**279,090**	**279,090**	**1,116,359**

Surface Transportation Block Grant Program	2035	2036	2037	2038	Total
STP Apportionment	605,452	605,452	605,452	605,452	2,421,808
Less Transportation Alternatives (10%)	50,305	50,305	50,305	50,305	201,220
Less STP-Urban Mandatory Distribution	**190,185**	**190,185**	**190,185**	**190,185**	**760,740**
Less Set-Aside for Off-System Bridges	**98,396**	**98,396**	**98,396**	**98,396**	**393,582**
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,973	3,973	3,973	3,973	15,891
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	*247,666*	*247,666*	*247,666*	*247,666*	*990,665*
Less Spike (20% of Remaining STP)	**49,533**	**49,533**	**49,533**	**49,533**	**198,133**
STP Funds to Distribute	**198,133**	**198,133**	**198,133**	**198,133**	**792,532**

Highway Safety Improvement Program	2035	2036	2037	2038	Total
HSIP Apportionment	134,090	134,090	134,090	134,090	536,360
Less Base of $500K to each MPO/RPO	**12,000**	**12,000**	**12,000**	**12,000**	**48,000**
Less Statewide Reserve	**50,000**	**50,000**	**50,000**	**50,000**	**200,000**
HSIP Funds to Distribute	**72,090**	**72,090**	**72,090**	**72,090**	**288,360**

Congestion Mitigation and Air Quality	2035	2036	2037	2038	Total
CMAQ Apportionment	120,784	120,784	120,784	120,784	483,135
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	**97,528**	**97,528**	**97,528**	**97,528**	**390,114**

National Highway Freight Program	2035	2036	2037	2038	Total
Interstate Program	**60,360**	**60,360**	**60,360**	**60,360**	**241,441**

Transportation Alternatives	2035	2036	2037	2038	Total
Transportation Alternatives Apportionment	50,305	50,305	50,305	50,305	201,220
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	**17,755**	**17,755**	**17,755**	**17,755**	**71,021**
TAP Funds -- Statewide Competitive Program	**30,558**	**30,558**	**30,558**	**30,558**	**122,234**

Railway-Highway Safety Crossings	2035	2036	2037	2038	Total
Statewide Program	**7,184**	**7,184**	**7,184**	**7,184**	**28,737**

Bridge Formula Program	2035	2036	2037	2038	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	**53,007**	**53,007**	**53,007**	**53,007**	**212,027**
Special Bridge Formula Funds to Distribute	**300,371**	**300,371**	**300,371**	**300,371**	**1,201,485**

Carbon Reduction Program	2035	2036	2037	2038	Total
Carbon Reduction Apportionment	55,088	55,088	55,088	55,088	220,352
Carbon Reduction Urban Set-Aside > 200K	**22,304**	**22,304**	**22,304**	**22,304**	**89,214**
Carbon Reduction Urban Set-Aside 50-200K	**1,916**	**1,916**	**1,916**	**1,916**	**7,666**
Carbon Reduction 5,000 to 50,000 to Distribute	**3,156**	**3,156**	**3,156**	**3,156**	**12,623**
Carbon Reduction < 5,000 to Distribute	**8,431**	**8,431**	**8,431**	**8,431**	**33,725**
Less TSMO	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
Carbon Reduction Program Flex to Distribute	**9,281**	**9,281**	**9,281**	**9,281**	**37,123**

PROTECT Formula Program	2035	2036	2037	2038	Total
PROTECT Formula Program	**62,639**	**62,639**	**62,639**	**62,639**	**250,556**

Appendix 1: Available Funds
2027 Financial Guidance
Highway and Bridge Funds ($000)

State Funds	2035	2036	2037	2038	Total
State Highway (Capital)	778,000	778,000	778,000	778,000	3,112,000
State Bridge	289,000	289,000	289,000	289,000	1,156,000
Total State Funds (for Discretionary Calculation)	1,067,000	1,067,000	1,067,000	1,067,000	4,268,000
Mandatory 15% Discretionary (Highway Funds)	**160,050**	**160,050**	**160,050**	**160,050**	**640,200**

State Highway (Capital)	2035	2036	2037	2038	Total
Highway (Capital) After Discretionary Set-Aside	617,950	617,950	617,950	617,950	2,471,800
Less Environmental Resource Agencies	879	879	879	879	3,517
Less State Bridge Inspection	44,684	44,684	44,684	44,684	178,737
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF	25,000	25,000	25,000	25,000	100,000
Less Economic Development	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	**518,987**	**518,986**	**518,986**	**518,986**	**2,075,945**

State Bridge	2035	2036	2037	2038	Total
State Bridge Funds to Distribute	**289,000**	**289,000**	**289,000**	**289,000**	**1,156,000**

Total Distributed/Statewide Reserve	3,558,782	3,558,782	3,558,782	3,558,782	14,235,129

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	85,883	29,488	58,941	41,402	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	461,682
SPC	71,979	43,347	70,975	52,719	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,115
Harrisburg	17,636	9,070	16,492	11,498	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,479
Scranton/WB	12,471	7,660	12,488	9,464	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,964
Lehigh Valley	14,811	7,210	13,762	8,171	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,930
NEPA	7,273	8,415	12,221	4,901	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,139
SEDA-COG	14,815	11,329	19,882	14,714	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	89,609
Altoona	2,378	2,565	3,724	2,854	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,344
Johnstown	5,261	2,703	5,816	3,562	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,822
Centre County	3,753	2,406	4,410	2,176	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,206
Williamsport	4,261	3,594	5,734	4,314	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,868
Erie	3,835	3,934	6,623	3,586	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,351
Lancaster	11,146	8,749	14,502	8,524	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	79,400
York	4,389	6,111	10,476	3,820	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,146
Reading	11,317	5,521	10,781	6,660	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,761
Lebanon	1,948	2,058	3,535	1,488	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,283
Mercer	1,487	3,305	4,912	2,584	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,968
Adams	2,552	1,953	4,304	1,183	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,203
Franklin	1,543	2,770	4,618	1,609	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,898
Total Urban	**278,738**	**162,188**	**284,195**	**185,228**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,648,168**
Northwest	6,774	9,014	15,404	7,166	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,594
N. Central	7,035	8,759	14,974	6,285	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,801
N. Tier	8,719	9,183	17,583	9,221	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,556
S. Alleghenies	7,037	7,889	15,377	8,378	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,842
Wayne County	571	1,555	4,018	1,019	1,131	798	0	0	0	0	0	301	0	0	984	10,378
Total Rural	**30,136**	**36,399**	**67,356**	**32,069**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**240,171**
Interstate Program	768,325	0	86,162	68,967	0	0	60,360	0	0	0	0	0	0	0	74,390	1,058,204
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	158,719	49,647	149,700	0	0	50,000	0	0	0	0	0	0	0	0	0	408,065
RBR Regional Share	0	0	15,736	15,736	0	0	0	0	0	0	0	0	0	0	0	31,472
GRAND TOTAL	**1,235,917**	**248,233**	**603,149**	**302,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,496,462**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	58,267	40,436	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	451,693
SPC	65,038	43,248	70,088	51,359	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	410,828
Harrisburg	15,935	9,049	16,294	11,214	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	96,276
Scranton/WB	11,269	7,642	12,342	9,238	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	70,371
Lehigh Valley	13,383	7,193	13,593	7,961	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	86,106
NEPA	6,572	8,395	12,062	4,752	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	48,110
SEDA-COG	13,386	11,303	19,647	14,357	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	87,563
Altoona	2,149	2,560	3,679	2,785	2,322	1,242	0	0	0	0	0	416	205	0	2,639	17,996
Johnstown	4,754	2,697	5,749	3,477	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,156
Centre County	3,391	2,401	4,355	2,117	1,460	1,096	0	0	0	0	0	487	230	0	2,188	17,725
Williamsport	3,850	3,586	5,665	4,208	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,275
Erie	3,465	3,925	6,547	3,502	2,742	2,131	0	0	0	0	0	766	517	0	3,216	26,812
Lancaster	10,072	8,729	14,324	8,303	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	77,907
York	3,966	6,097	10,351	3,721	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	46,485
Reading	10,225	5,509	10,656	6,502	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	60,373
Lebanon	1,760	2,053	3,494	1,453	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,015
Mercer	1,344	3,297	4,855	2,522	2,601	1,127	0	0	0	0	0	472	0	0	2,479	18,698
Adams	2,306	1,948	4,247	1,142	1,388	1,021	0	0	0	0	0	394	0	0	1,408	13,854
Franklin	1,394	2,763	4,563	1,567	1,766	1,342	0	0	0	0	0	538	138	0	1,575	15,646
Total Urban	**251,860**	**161,817**	**280,779**	**180,616**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,612,890**
Northwest	6,121	8,993	15,216	6,977	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	54,544
N. Central	6,357	8,739	14,784	6,106	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	51,733
N. Tier	7,878	9,162	17,366	8,979	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	63,235
S. Alleghenies	6,358	7,871	15,185	8,154	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	55,729
Wayne County	516	1,551	3,970	992	1,131	798	0	0	0	0	0	301	0	0	984	10,245
Total Rural	**27,230**	**36,316**	**66,521**	**31,207**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**235,486**
Interstate Program	805,555	0	85,181	67,368	0	0	60,360	0	0	0	0	0	0	0	74,390	1,092,856
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	147,900	0	0	50,000	0	0	0	0	0	0	0	0	0	398,706
RBR Regional Share	0	0	15,809	15,809	0	0	0	0	0	0	0	0	0	0	0	31,618
GRAND TOTAL	**1,235,917**	**247,666**	**596,191**	**295,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,481,936**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	63,241	39,471	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	455,703
SPC	65,038	43,248	76,470	50,019	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	415,870
Harrisburg	15,935	9,049	17,733	10,932	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	97,434
Scranton/WB	11,269	7,642	13,413	9,012	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	71,217
Lehigh Valley	13,383	7,193	14,813	7,754	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	87,119
NEPA	6,572	8,395	13,196	4,608	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,100
SEDA-COG	13,386	11,303	21,365	14,003	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	88,927
Altoona	2,149	2,560	4,002	2,716	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,250
Johnstown	4,754	2,697	6,243	3,393	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,567
Centre County	3,391	2,401	4,752	2,059	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,063
Williamsport	3,850	3,586	6,165	4,103	3,223	1,041	0	0	0	0	0	471	152	0	4,077	26,669
Erie	3,465	3,925	7,107	3,418	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,288
Lancaster	10,072	8,729	15,611	8,086	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	78,978
York	3,966	6,097	11,263	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	47,299
Reading	10,225	5,509	11,575	6,344	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,134
Lebanon	1,760	2,053	3,794	1,417	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,279
Mercer	1,344	3,297	5,273	2,461	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,055
Adams	2,306	1,948	4,650	1,102	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,218
Franklin	1,394	2,763	4,965	1,526	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,007
Total Urban	**251,860**	**161,817**	**305,631**	**176,050**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,633,177**
Northwest	6,121	8,993	16,578	6,792	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	55,721
N. Central	6,357	8,739	16,145	5,931	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	52,919
N. Tier	7,878	9,162	18,931	8,740	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	64,561
S. Alleghenies	6,358	7,871	16,568	7,934	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	56,892
Wayne County	516	1,551	4,318	965	1,131	798	0	0	0	0	0	301	0	0	984	10,566
Total Rural	**27,230**	**36,316**	**72,540**	**30,363**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**240,660**
Interstate Program	805,555	0	92,425	65,770	0	0	60,360	0	0	0	0	0	0	0	74,390	1,098,501
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	153,750	0	0	50,000	0	0	0	0	0	0	0	0	0	404,556
RBR Regional Share	0	0	15,817	15,817	0	0	0	0	0	0	0	0	0	0	0	31,635
GRAND TOTAL	**1,235,917**	**247,666**	**640,164**	**288,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,518,910**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,491	39,608	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,089
SPC	65,038	43,248	81,902	50,187	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,469
Harrisburg	15,935	9,049	18,960	10,969	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,698
Scranton/WB	11,269	7,642	14,326	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,161
Lehigh Valley	13,383	7,193	15,852	7,779	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,184
NEPA	6,572	8,395	14,159	4,622	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,078
SEDA-COG	13,386	11,303	22,829	14,051	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,439
Altoona	2,149	2,560	4,278	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,534
Johnstown	4,754	2,697	6,666	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,001
Centre County	3,391	2,401	5,089	2,066	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,407
Williamsport	3,850	3,586	6,591	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,109
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,708	8,113	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,101
York	3,966	6,097	12,040	3,636	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,089
Reading	10,225	5,509	12,359	6,366	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,940
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,631	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,421
Adams	2,306	1,948	4,993	1,106	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,564
Franklin	1,394	2,763	5,307	1,531	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,354
Total Urban	**251,860**	**161,817**	**326,815**	**176,647**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,958**
Northwest	6,121	8,993	17,738	6,815	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,904
N. Central	6,357	8,739	17,302	5,950	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,096
N. Tier	7,878	9,162	20,264	8,769	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,923
S. Alleghenies	6,358	7,871	17,746	7,960	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,096
Wayne County	516	1,551	4,615	968	1,131	798	0	0	0	0	0	301	0	0	984	10,866
Total Rural	**27,230**	**36,316**	**77,664**	**30,463**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,884**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,892	15,892	0	0	0	0	0	0	0	0	0	0	0	31,785
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2027-2030 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	318,689	117,749	247,940	160,917	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,829,168
SPC	267,094	173,090	299,435	204,285	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,668,282
Harrisburg	65,441	36,217	69,480	44,613	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	390,888
Scranton/WB	46,278	30,587	52,570	36,757	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	285,713
Lehigh Valley	54,959	28,790	58,020	31,665	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	349,338
NEPA	26,988	33,601	51,637	18,883	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	196,427
SEDA-COG	54,974	45,238	83,723	57,125	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	356,538
Altoona	8,823	10,244	15,683	11,080	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	73,124
Johnstown	19,522	10,793	24,473	13,837	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	102,546
Centre County	13,926	9,609	18,606	8,417	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	72,402
Williamsport	15,810	14,353	24,156	16,743	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	106,922
Erie	14,230	15,711	27,863	13,937	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	109,229
Lancaster	41,361	34,935	61,145	33,027	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	316,386
York	16,288	24,402	44,130	14,802	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	189,019
Reading	41,993	22,048	45,371	25,871	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	245,209
Lebanon	7,227	8,218	14,872	5,780	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	61,117
Mercer	5,519	13,197	20,671	10,036	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	76,142
Adams	9,469	7,797	18,194	4,533	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	56,839
Franklin	5,727	11,060	19,452	6,232	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	63,906
Total Urban	**1,034,317**	**647,639**	**1,197,420**	**718,541**	**486,724**	**308,514**	**0**	**0**	**390,114**	**71,021**	**760,740**	**63,004**	**96,880**	**0**	**774,279**	**6,549,193**
Northwest	25,136	35,993	64,936	27,750	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	222,763
N. Central	26,106	34,975	63,205	24,273	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	211,549
N. Tier	32,354	36,669	74,144	35,710	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	258,275
S. Alleghenies	26,111	31,501	64,876	32,426	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	227,559
Wayne County	2,119	6,209	16,922	3,944	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	42,055
Total Rural	**111,827**	**145,347**	**284,082**	**124,101**	**118,885**	**27,846**	**0**	**0**	**0**	**0**	**0**	**20,468**	**0**	**0**	**129,645**	**962,200**
Interstate Program	3,184,990	0	362,383	268,104	0	0	241,441	0	0	0	0	0	0	0	297,562	4,354,479
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	612,536	198,246	611,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,622,183
RBR Regional Share	0	0	63,254	63,254	0	0	0	0	0	0	0	0	0	0	0	126,509
GRAND TOTAL	**4,943,670**	**991,232**	**2,518,540**	**1,174,000**	**605,609**	**536,360**	**241,441**	**28,737**	**390,114**	**193,255**	**760,740**	**123,471**	**96,880**	**250,556**	**1,201,485**	**14,056,090**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,490	39,607	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,087
SPC	65,038	43,248	81,885	50,169	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,435
Harrisburg	15,935	9,049	18,958	10,967	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,694
Scranton/WB	11,269	7,642	14,325	9,043	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,159
Lehigh Valley	13,383	7,193	15,850	7,777	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,179
NEPA	6,572	8,395	14,155	4,618	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,069
SEDA-COG	13,386	11,303	22,827	14,049	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,436
Altoona	2,149	2,560	4,277	2,725	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,533
Johnstown	4,754	2,697	6,665	3,405	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,088	2,065	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,405
Williamsport	3,850	3,586	6,590	4,117	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,108
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,778
Lancaster	10,072	8,729	16,705	8,111	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,096
York	3,966	6,097	12,038	3,635	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,086
Reading	10,225	5,509	12,358	6,365	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,939
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,540
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,992	1,104	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,561
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,353
Total Urban	**251,860**	**161,817**	**326,775**	**176,607**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,878**
Northwest	6,121	8,993	17,735	6,812	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,898
N. Central	6,357	8,739	17,298	5,946	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,087
N. Tier	7,878	9,162	20,260	8,766	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,916
S. Alleghenies	6,358	7,871	17,742	7,956	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,088
Wayne County	516	1,551	4,614	968	1,131	798	0	0	0	0	0	301	0	0	984	10,865
Total Rural	**27,230**	**36,316**	**77,650**	**30,448**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,854**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	15,947	15,947	0	0	0	0	0	0	0	0	0	0	0	31,894
GRAND TOTAL	**1,235,917**	**247,666**	**679,037**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,860	50,145	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,385
Harrisburg	15,935	9,049	18,955	10,964	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,687
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,846	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,171
NEPA	6,572	8,395	14,148	4,612	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,056
SEDA-COG	13,386	11,303	22,825	14,047	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,430
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,116	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,106
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,701	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,087
York	3,966	6,097	12,037	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,556
Franklin	1,394	2,763	5,306	1,530	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,352
Total Urban	**251,860**	**161,817**	**326,718**	**176,550**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,764**
Northwest	6,121	8,993	17,731	6,808	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,890
N. Central	6,357	8,739	17,292	5,940	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,075
N. Tier	7,878	9,162	20,255	8,761	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,905
S. Alleghenies	6,358	7,871	17,737	7,951	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,078
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	**27,230**	**36,316**	**77,628**	**30,427**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,812**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,025	16,025	0	0	0	0	0	0	0	0	0	0	0	32,050
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2033 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,489	39,606	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,085
SPC	65,038	43,248	81,856	50,141	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,377
Harrisburg	15,935	9,049	18,954	10,963	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,686
Scranton/WB	11,269	7,642	14,324	9,041	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,157
Lehigh Valley	13,383	7,193	15,845	7,773	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,170
NEPA	6,572	8,395	14,147	4,611	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,054
SEDA-COG	13,386	11,303	22,824	14,046	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,429
Altoona	2,149	2,560	4,277	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,532
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	26,000
Centre County	3,391	2,401	5,086	2,063	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,402
Williamsport	3,850	3,586	6,589	4,115	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,105
Erie	3,465	3,925	7,585	3,430	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,700	8,106	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,086
York	3,966	6,097	12,036	3,633	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,082
Reading	10,225	5,509	12,358	6,364	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,938
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,469	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,420
Adams	2,306	1,948	4,989	1,101	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,555
Franklin	1,394	2,763	5,306	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,351
Total Urban	**251,860**	**161,817**	**326,709**	**176,540**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,745**
Northwest	6,121	8,993	17,731	6,807	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,889
N. Central	6,357	8,739	17,291	5,939	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,073
N. Tier	7,878	9,162	20,254	8,760	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,904
S. Alleghenies	6,358	7,871	17,736	7,950	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,076
Wayne County	516	1,551	4,614	967	1,131	798	0	0	0	0	0	301	0	0	984	10,864
Total Rural	**27,230**	**36,316**	**77,625**	**30,423**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,805**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,038	16,038	0	0	0	0	0	0	0	0	0	0	0	32,077
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2034 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,487	39,604	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,082
SPC	65,038	43,248	81,830	50,115	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,326
Harrisburg	15,935	9,049	18,951	10,960	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,680
Scranton/WB	11,269	7,642	14,323	9,040	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,154
Lehigh Valley	13,383	7,193	15,841	7,769	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,162
NEPA	6,572	8,395	14,141	4,604	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,041
SEDA-COG	13,386	11,303	22,821	14,043	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,424
Altoona	2,149	2,560	4,276	2,724	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,531
Johnstown	4,754	2,697	6,665	3,404	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,999
Centre County	3,391	2,401	5,084	2,061	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,399
Williamsport	3,850	3,586	6,588	4,114	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,103
Erie	3,465	3,925	7,585	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,777
Lancaster	10,072	8,729	16,696	8,102	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,078
York	3,966	6,097	12,034	3,631	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,078
Reading	10,225	5,509	12,357	6,363	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,936
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,539
Mercer	1,344	3,297	5,630	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,419
Adams	2,306	1,948	4,986	1,098	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,550
Franklin	1,394	2,763	5,305	1,529	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,350
Total Urban	**251,860**	**161,817**	**326,650**	**176,481**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,626**
Northwest	6,121	8,993	17,726	6,803	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,881
N. Central	6,357	8,739	17,284	5,933	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,060
N. Tier	7,878	9,162	20,249	8,755	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,893
S. Alleghenies	6,358	7,871	17,730	7,944	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,065
Wayne County	516	1,551	4,613	967	1,131	798	0	0	0	0	0	301	0	0	984	10,863
Total Rural	**27,230**	**36,316**	**77,603**	**30,401**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,761**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,119	16,119	0	0	0	0	0	0	0	0	0	0	0	32,239
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2031-2034 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,955	158,423	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,339
SPC	260,153	172,991	327,431	200,570	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,685,523
Harrisburg	63,741	36,196	75,819	43,855	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,747
Scranton/WB	45,075	30,569	57,296	36,165	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,627
Lehigh Valley	53,530	28,773	63,382	31,091	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,681
NEPA	26,286	33,582	56,590	18,444	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	200,220
SEDA-COG	53,546	45,212	91,298	56,185	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,719
Altoona	8,594	10,238	17,107	10,897	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,128
Johnstown	19,014	10,787	26,660	13,617	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,999
Centre County	13,564	9,603	20,344	8,253	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,607
Williamsport	15,399	14,345	26,357	16,462	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,422
Erie	13,860	15,702	30,340	13,719	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,110
Lancaster	40,286	34,915	66,803	32,424	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,347
York	15,864	24,388	48,146	14,532	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,328
Reading	40,902	22,035	49,431	25,457	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,751
Lebanon	7,039	8,213	16,197	5,688	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,157
Mercer	5,376	13,190	22,520	9,874	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,678
Adams	9,223	7,793	19,956	4,404	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,222
Franklin	5,578	11,053	21,222	6,118	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,406
Total Urban	**1,007,439**	**647,268**	**1,306,852**	**706,178**	**486,724**	**308,514**	**0**	**0**	**390,114**	**71,021**	**760,740**	**63,004**	**96,880**	**0**	**774,279**	**6,619,013**
Northwest	24,483	35,972	70,924	27,230	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,557
N. Central	25,428	34,955	69,164	23,758	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	216,296
N. Tier	31,514	36,648	81,018	35,041	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,617
S. Alleghenies	25,433	31,482	70,945	31,801	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,306
Wayne County	2,064	6,206	18,455	3,869	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,456
Total Rural	**108,921**	**145,264**	**310,505**	**121,699**	**118,885**	**27,846**	**0**	**0**	**0**	**0**	**0**	**20,468**	**0**	**0**	**129,645**	**983,233**
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	64,130	64,130	0	0	0	0	0	0	0	0	0	0	0	128,259
GRAND TOTAL	**4,943,670**	**990,665**	**2,716,145**	**1,156,000**	**605,609**	**536,360**	**241,441**	**28,737**	**390,114**	**193,255**	**760,740**	**123,471**	**96,880**	**250,556**	**1,201,485**	**14,235,128**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2035 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,485	39,602	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,078
SPC	65,038	43,248	81,779	50,064	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,224
Harrisburg	15,935	9,049	18,945	10,954	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,667
Scranton/WB	11,269	7,642	14,320	9,037	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,149
Lehigh Valley	13,383	7,193	15,834	7,761	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,147
NEPA	6,572	8,395	14,127	4,591	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	50,015
SEDA-COG	13,386	11,303	22,816	14,038	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,412
Altoona	2,149	2,560	4,275	2,722	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,528
Johnstown	4,754	2,697	6,664	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,998
Centre County	3,391	2,401	5,081	2,058	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,392
Williamsport	3,850	3,586	6,586	4,112	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,099
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,776
Lancaster	10,072	8,729	16,688	8,093	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,061
York	3,966	6,097	12,031	3,627	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,070
Reading	10,225	5,509	12,355	6,362	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,933
Lebanon	1,760	2,053	4,049	1,422	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,629	2,468	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,418
Adams	2,306	1,948	4,981	1,093	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,540
Franklin	1,394	2,763	5,303	1,527	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,347
Total Urban	**251,860**	**161,817**	**326,532**	**176,364**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,391**
Northwest	6,121	8,993	17,718	6,795	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,864
N. Central	6,357	8,739	17,272	5,920	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,036
N. Tier	7,878	9,162	20,238	8,744	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,872
S. Alleghenies	6,358	7,871	17,719	7,933	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,042
Wayne County	516	1,551	4,612	965	1,131	798	0	0	0	0	0	301	0	0	984	10,860
Total Rural	**27,230**	**36,316**	**77,559**	**30,358**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,674**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,280	16,280	0	0	0	0	0	0	0	0	0	0	0	32,561
GRAND TOTAL	**1,235,917**	**247,666**	**679,037**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,483	39,600	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,073
SPC	65,038	43,248	81,728	50,013	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,121
Harrisburg	15,935	9,049	18,938	10,947	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,654
Scranton/WB	11,269	7,642	14,318	9,035	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,144
Lehigh Valley	13,383	7,193	15,826	7,753	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,131
NEPA	6,572	8,395	14,114	4,578	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,988
SEDA-COG	13,386	11,303	22,810	14,032	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,401
Altoona	2,149	2,560	4,274	2,721	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,526
Johnstown	4,754	2,697	6,663	3,403	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,996
Centre County	3,391	2,401	5,078	2,055	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,386
Williamsport	3,850	3,586	6,584	4,110	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,095
Erie	3,465	3,925	7,584	3,429	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,679	8,085	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,044
York	3,966	6,097	12,027	3,624	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,063
Reading	10,225	5,509	12,354	6,360	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,930
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,538
Mercer	1,344	3,297	5,628	2,467	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,416
Adams	2,306	1,948	4,976	1,088	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,529
Franklin	1,394	2,763	5,301	1,525	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,343
Total Urban	**251,860**	**161,817**	**326,413**	**176,245**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,654,154**
Northwest	6,121	8,993	17,710	6,787	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,848
N. Central	6,357	8,739	17,259	5,908	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	54,010
N. Tier	7,878	9,162	20,227	8,733	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,850
S. Alleghenies	6,358	7,871	17,708	7,922	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	58,020
Wayne County	516	1,551	4,611	964	1,131	798	0	0	0	0	0	301	0	0	984	10,858
Total Rural	**27,230**	**36,316**	**77,515**	**30,314**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,586**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,443	16,443	0	0	0	0	0	0	0	0	0	0	0	32,886
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2037 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,480	39,597	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,068
SPC	65,038	43,248	81,676	49,961	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	421,017
Harrisburg	15,935	9,049	18,932	10,941	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,641
Scranton/WB	11,269	7,642	14,315	9,032	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,139
Lehigh Valley	13,383	7,193	15,818	7,745	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,115
NEPA	6,572	8,395	14,101	4,564	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,962
SEDA-COG	13,386	11,303	22,805	14,026	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,390
Altoona	2,149	2,560	4,272	2,720	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,523
Johnstown	4,754	2,697	6,662	3,402	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,995
Centre County	3,391	2,401	5,075	2,052	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,380
Williamsport	3,850	3,586	6,581	4,108	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,090
Erie	3,465	3,925	7,584	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,775
Lancaster	10,072	8,729	16,671	8,076	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,027
York	3,966	6,097	12,023	3,620	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,055
Reading	10,225	5,509	12,352	6,359	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,927
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,537
Mercer	1,344	3,297	5,628	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,415
Adams	2,306	1,948	4,971	1,083	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,519
Franklin	1,394	2,763	5,300	1,524	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,340
Total Urban	**251,860**	**161,817**	**326,293**	**176,125**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,653,914**
Northwest	6,121	8,993	17,702	6,778	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,831
N. Central	6,357	8,739	17,247	5,895	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,985
N. Tier	7,878	9,162	20,217	8,722	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,829
S. Alleghenies	6,358	7,871	17,696	7,910	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,997
Wayne County	516	1,551	4,609	963	1,131	798	0	0	0	0	0	301	0	0	984	10,855
Total Rural	**27,230**	**36,316**	**77,471**	**30,269**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,497**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,608	16,608	0	0	0	0	0	0	0	0	0	0	0	33,215
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2038 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	77,602	29,420	67,478	39,595	18,863	23,472	0	0	43,037	8,762	93,849	2,619	11,006	0	44,362	460,063
SPC	65,038	43,248	81,624	49,908	34,734	13,217	0	0	23,860	3,826	40,977	2,514	4,806	0	57,161	420,912
Harrisburg	15,935	9,049	18,925	10,934	7,096	3,845	0	0	5,569	1,076	11,526	626	1,352	0	12,693	98,628
Scranton/WB	11,269	7,642	14,312	9,030	5,614	4,044	0	0	0	804	8,611	524	1,150	0	9,132	72,134
Lehigh Valley	13,383	7,193	15,810	7,737	5,614	5,461	0	0	7,014	1,295	13,868	572	1,626	0	8,526	88,099
NEPA	6,572	8,395	14,087	4,551	5,364	3,208	0	0	551	0	0	1,498	0	0	5,709	49,935
SEDA-COG	13,386	11,303	22,799	14,021	10,845	2,319	0	0	0	0	0	1,642	0	0	14,064	90,378
Altoona	2,149	2,560	4,271	2,719	2,322	1,242	0	0	0	0	0	416	205	0	2,639	18,521
Johnstown	4,754	2,697	6,662	3,401	2,153	1,082	0	0	1,362	0	0	468	169	0	3,247	25,993
Centre County	3,391	2,401	5,072	2,049	1,460	1,096	0	0	0	0	0	487	230	0	2,188	18,373
Williamsport	3,850	3,586	6,579	4,106	3,223	1,041	0	0	0	0	0	471	152	0	4,077	27,086
Erie	3,465	3,925	7,583	3,428	2,742	2,131	0	0	0	0	0	766	517	0	3,216	27,774
Lancaster	10,072	8,729	16,662	8,068	6,861	3,761	0	0	5,642	865	9,264	491	1,086	0	8,509	80,010
York	3,966	6,097	12,019	3,616	3,546	2,975	0	0	4,657	523	5,602	428	813	0	3,806	48,047
Reading	10,225	5,509	12,351	6,357	4,080	3,365	0	0	4,375	606	6,488	401	761	0	7,405	61,924
Lebanon	1,760	2,053	4,048	1,421	1,409	1,379	0	0	1,462	0	0	424	208	0	1,373	15,536
Mercer	1,344	3,297	5,627	2,466	2,601	1,127	0	0	0	0	0	472	0	0	2,479	19,414
Adams	2,306	1,948	4,965	1,077	1,388	1,021	0	0	0	0	0	394	0	0	1,408	14,508
Franklin	1,394	2,763	5,298	1,522	1,766	1,342	0	0	0	0	0	538	138	0	1,575	16,336
Total Urban	**251,860**	**161,817**	**326,172**	**176,004**	**121,681**	**77,129**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,751**	**24,220**	**0**	**193,570**	**1,653,672**
Northwest	6,121	8,993	17,693	6,770	6,749	1,675	0	0	0	0	0	1,209	0	0	7,603	56,814
N. Central	6,357	8,739	17,234	5,882	6,383	1,534	0	0	0	0	0	1,211	0	0	6,620	53,959
N. Tier	7,878	9,162	20,206	8,711	8,229	1,400	0	0	0	0	0	1,222	0	0	8,999	65,807
S. Alleghenies	6,358	7,871	17,685	7,899	7,229	1,553	0	0	0	0	0	1,173	0	0	8,205	57,974
Wayne County	516	1,551	4,608	962	1,131	798	0	0	0	0	0	301	0	0	984	10,853
Total Rural	**27,230**	**36,316**	**77,426**	**30,224**	**29,721**	**6,961**	**0**	**0**	**0**	**0**	**0**	**5,117**	**0**	**0**	**32,411**	**245,407**
Interstate Program	805,555	0	98,615	65,998	0	0	60,360	0	0	0	0	0	0	0	74,390	1,104,919
Statewide Program	0	0	0	0	0	0	0	7,184	0	30,558	0	10,000	0	62,639	0	110,382
Statewide Reserve	151,273	49,533	160,050	0	0	50,000	0	0	0	0	0	0	0	0	0	410,856
RBR Regional Share	0	0	16,774	16,774	0	0	0	0	0	0	0	0	0	0	0	33,548
GRAND TOTAL	**1,235,917**	**247,666**	**679,036**	**289,000**	**151,402**	**134,090**	**60,360**	**7,184**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,558,782**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2035-2038 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	581	185/183	BOF	HSIP	NFP	RRX	CMAQ	TAP/TAU	STU	CRP	CRPU	PRTCT	BRIP	Total
DVRPC	310,407	117,682	269,926	158,394	75,451	93,887	0	0	172,147	35,046	375,395	10,476	44,024	0	177,447	1,840,282
SPC	260,153	172,991	326,807	199,946	138,937	52,867	0	0	95,438	15,302	163,909	10,057	19,222	0	228,645	1,684,275
Harrisburg	63,741	36,196	75,740	43,776	28,385	15,381	0	0	22,278	4,304	46,106	2,502	5,407	0	50,774	394,590
Scranton/WB	45,075	30,569	57,265	36,134	22,457	16,177	0	0	0	3,216	34,445	2,098	4,600	0	36,529	288,565
Lehigh Valley	53,530	28,773	63,287	30,997	22,455	21,842	0	0	28,058	5,179	55,471	2,290	6,505	0	34,104	352,492
NEPA	26,286	33,582	56,430	18,284	21,457	12,834	0	0	2,202	0	0	5,990	0	0	22,835	199,900
SEDA-COG	53,546	45,212	91,229	56,117	43,378	9,275	0	0	0	0	0	6,569	0	0	56,255	361,581
Altoona	8,594	10,238	17,092	10,882	9,286	4,967	0	0	0	0	0	1,663	820	0	10,556	74,099
Johnstown	19,014	10,787	26,651	13,609	8,610	4,327	0	0	5,447	0	0	1,870	678	0	12,988	103,982
Centre County	13,564	9,603	20,306	8,214	5,839	4,385	0	0	0	0	0	1,947	922	0	8,750	73,531
Williamsport	15,399	14,345	26,330	16,436	12,893	4,164	0	0	0	0	0	1,885	610	0	16,308	108,370
Erie	13,860	15,702	30,335	13,714	10,968	8,525	0	0	0	0	0	3,065	2,069	0	12,862	111,100
Lancaster	40,286	34,915	66,700	32,322	27,442	15,044	0	0	22,568	3,460	37,058	1,964	4,346	0	34,038	320,141
York	15,864	24,388	48,100	14,486	14,183	11,902	0	0	18,628	2,092	22,407	1,711	3,252	0	15,223	192,236
Reading	40,902	22,035	49,412	25,439	16,321	13,461	0	0	17,502	2,423	25,950	1,606	3,043	0	29,620	247,714
Lebanon	7,039	8,213	16,193	5,684	5,636	5,516	0	0	5,846	0	0	1,697	831	0	5,493	62,150
Mercer	5,376	13,190	22,512	9,866	10,406	4,509	0	0	0	0	0	1,886	0	0	9,918	77,662
Adams	9,223	7,793	19,893	4,341	5,552	4,086	0	0	0	0	0	1,575	0	0	5,633	58,095
Franklin	5,578	11,053	21,202	6,098	7,065	5,367	0	0	0	0	0	2,150	552	0	6,300	65,366
Total Urban	**1,007,439**	**647,268**	**1,305,411**	**704,738**	**486,724**	**308,514**	**0**	**0**	**390,114**	**71,021**	**760,740**	**63,004**	**96,880**	**0**	**774,279**	**6,616,131**
Northwest	24,483	35,972	70,823	27,130	26,997	6,701	0	0	0	0	0	4,838	0	0	30,412	227,356
N. Central	25,428	34,955	69,012	23,605	25,531	6,136	0	0	0	0	0	4,844	0	0	26,479	215,990
N. Tier	31,514	36,648	80,888	34,911	32,914	5,600	0	0	0	0	0	4,887	0	0	35,996	263,357
S. Alleghenies	25,433	31,482	70,808	31,664	28,917	6,214	0	0	0	0	0	4,694	0	0	32,821	232,033
Wayne County	2,064	6,206	18,440	3,854	4,526	3,194	0	0	0	0	0	1,205	0	0	3,937	43,426
Total Rural	**108,921**	**145,264**	**309,971**	**121,164**	**118,885**	**27,846**	**0**	**0**	**0**	**0**	**0**	**20,468**	**0**	**0**	**129,645**	**982,163**
Interstate Program	3,222,220	0	394,458	263,993	0	0	241,441	0	0	0	0	0	0	0	297,562	4,419,674
Statewide Program	0	0	0	0	0	0	0	28,737	0	122,234	0	40,000	0	250,556	0	441,526
Statewide Reserve	605,090	198,133	640,200	0	0	200,000	0	0	0	0	0	0	0	0	0	1,643,423
RBR Regional Share	0	0	66,105	66,105	0	0	0	0	0	0	0	0	0	0	0	132,210
GRAND TOTAL	**4,943,670**	**990,665**	**2,716,145**	**1,156,000**	**605,609**	**536,360**	**241,441**	**28,737**	**390,114**	**193,255**	**760,740**	**123,471**	**96,880**	**250,556**	**1,201,485**	**14,235,128**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share ($000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	**922.49**	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	**2,807.09**
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	**19,982.41**	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	**60,805.62**
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	**2,525.80**	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	**7,685.90**
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	**985.66**	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	**2,999.32**
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	**3,028.36**	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	**9,215.16**
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	**5,127.79**	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	**15,603.64**
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	**2,197.80**	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	**6,687.80**
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	**476.19**	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	**1,449.02**
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	**267.74**	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	**814.72**
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	**1,217.55**	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	**3,704.94**
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	**842.88**	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	**2,564.86**
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	**150.35**	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	**457.52**
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	**3,288.84**	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	**10,007.80**
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	**1,474.97**	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	**4,488.26**
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	**588.78**	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	**1,791.62**
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	**119.69**	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	**364.21**
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	**259.41**	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	**789.36**
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	**2,028.05**	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	**6,171.28**
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	**644.98**	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	**1,962.66**
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	**3,221.39**	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	**9,802.54**
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	**4,889.12**	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	**14,877.39**
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	**4,160.42**	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	**12,659.98**
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	**4,374.92**	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	**13,312.68**
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	**478.68**	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	**1,456.61**
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

Rapid Bridge Replacement Program -- MPO/RPO Share ($000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	229.49	230.55	230.68	231.77	**922.49**	232.57	233.71	233.90	235.08	235.96	237.19	237.46	238.74	**2,807.09**
SPC	276,302.9	31.59%	4,971.10	4,994.08	4,996.77	5,020.46	**19,982.41**	5,037.76	5,062.40	5,066.58	5,092.17	5,111.28	5,137.90	5,143.74	5,171.38	**60,805.62**
Harrisburg	34,925.0	3.99%	628.35	631.26	631.60	634.59	**2,525.80**	636.78	639.89	640.42	643.66	646.07	649.44	650.17	653.67	**7,685.90**
Scranton/WB	13,629.0	1.56%	245.21	246.34	246.47	247.64	**985.66**	248.49	249.71	249.92	251.18	252.12	253.43	253.72	255.09	**2,999.32**
Lehigh Valley	41,874.0	4.79%	753.38	756.86	757.27	760.86	**3,028.36**	763.48	767.21	767.85	771.72	774.62	778.65	779.54	783.73	**9,215.16**
NEPA	70,903.5	8.11%	1,275.66	1,281.56	1,282.25	1,288.33	**5,127.79**	1,292.76	1,299.09	1,300.16	1,306.73	1,311.63	1,318.46	1,319.96	1,327.06	**15,603.64**
SEDA-COG	30,389.6	3.47%	546.75	549.28	549.58	552.18	**2,197.80**	554.09	556.80	557.26	560.07	562.17	565.10	565.74	568.78	**6,687.80**
Altoona	6,584.4	0.75%	118.46	119.01	119.07	119.64	**476.19**	120.05	120.64	120.74	121.35	121.80	122.44	122.58	123.24	**1,449.02**
Johnstown	3,702.1	0.42%	66.61	66.91	66.95	67.27	**267.74**	67.50	67.83	67.89	68.23	68.48	68.84	68.92	69.29	**814.72**
Centre County	16,835.4	1.92%	302.89	304.29	304.46	305.90	**1,217.55**	306.96	308.46	308.71	310.27	311.44	313.06	313.41	315.10	**3,704.94**
Williamsport	11,654.8	1.33%	209.69	210.66	210.77	211.77	**842.88**	212.50	213.54	213.71	214.79	215.60	216.72	216.97	218.14	**2,564.86**
Erie	2,079.0	0.24%	37.40	37.58	37.60	37.78	**150.35**	37.91	38.09	38.12	38.32	38.46	38.66	38.70	38.91	**457.52**
Lancaster	45,475.8	5.20%	818.18	821.96	822.40	826.30	**3,288.84**	829.15	833.20	833.89	838.10	841.25	845.63	846.59	851.14	**10,007.80**
York	20,394.8	2.33%	366.93	368.63	368.83	370.58	**1,474.97**	371.85	373.67	373.98	375.87	377.28	379.24	379.68	381.72	**4,488.26**
Reading	8,141.2	0.93%	146.47	147.15	147.23	147.93	**588.78**	148.44	149.16	149.29	150.04	150.60	151.39	151.56	152.37	**1,791.62**
Lebanon	1,655.0	0.19%	29.78	29.91	29.93	30.07	**119.69**	30.18	30.32	30.35	30.50	30.62	30.78	30.81	30.98	**364.21**
Mercer	3,586.9	0.41%	64.53	64.83	64.87	65.17	**259.41**	65.40	65.72	65.77	66.11	66.35	66.70	66.77	67.13	**789.36**
Adams	28,042.5	3.21%	504.53	506.86	507.13	509.54	**2,028.05**	511.29	513.79	514.22	516.81	518.75	521.45	522.05	524.85	**6,171.28**
Franklin	8,918.4	1.02%	160.46	161.20	161.28	162.05	**644.98**	162.61	163.40	163.54	164.36	164.98	165.84	166.03	166.92	**1,962.66**
Northwest	44,543.1	5.09%	801.40	805.10	805.53	809.35	**3,221.39**	812.14	816.11	816.79	820.91	824.00	828.29	829.23	833.68	**9,802.54**
N. Central	67,603.4	7.73%	1,216.29	1,221.91	1,222.57	1,228.36	**4,889.12**	1,232.59	1,238.62	1,239.65	1,245.91	1,250.58	1,257.10	1,258.53	1,265.29	**14,877.39**
N. Tier	57,527.4	6.58%	1,035.00	1,039.79	1,040.35	1,045.28	**4,160.42**	1,048.88	1,054.01	1,054.88	1,060.21	1,064.19	1,069.73	1,070.95	1,076.70	**12,659.98**
S. Alleghenies	60,493.3	6.92%	1,088.36	1,093.40	1,093.98	1,099.17	**4,374.92**	1,102.96	1,108.35	1,109.27	1,114.87	1,119.06	1,124.88	1,126.16	1,132.21	**13,312.68**
Wayne	6,618.9	0.76%	119.08	119.63	119.70	120.27	**478.68**	120.68	121.27	121.37	121.98	122.44	123.08	123.22	123.88	**1,456.61**
Total (No IM)	874,635.9	100.00%	15,736.00	15,808.75	15,817.25	15,892.25	63,254.25	15,947.00	16,025.00	16,038.25	16,119.25	16,179.75	16,264.00	16,282.50	16,370.00	192,480.00

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share ($000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2027	2028	2029	2030	TIP TOTAL	2031	2032	2033	2034	2035	2036	2037	2038	Total TYP
DVRPC	12,755.5	1.46%	458.98	461.10	461.35	463.54	**1,844.97**	465.14	467.41	467.80	470.16	471.92	474.38	474.92	477.47	**5,614.17**
SPC	276,302.9	31.59%	9,942.20	9,988.16	9,993.53	10,040.92	**39,964.82**	10,075.51	10,124.79	10,133.17	10,184.34	10,222.57	10,275.80	10,287.49	10,342.77	**121,611.25**
Harrisburg	34,925.0	3.99%	1,256.71	1,262.52	1,263.19	1,269.18	**5,051.60**	1,273.56	1,279.79	1,280.84	1,287.31	1,292.14	1,298.87	1,300.35	1,307.34	**15,371.80**
Scranton/WB	13,629.0	1.56%	490.41	492.68	492.94	495.28	**1,971.32**	496.99	499.42	499.83	502.36	504.24	506.87	507.44	510.17	**5,998.63**
Lehigh Valley	41,874.0	4.79%	1,506.75	1,513.72	1,514.53	1,521.71	**6,056.71**	1,526.95	1,534.42	1,535.69	1,543.45	1,549.24	1,557.31	1,559.08	1,567.46	**18,430.31**
NEPA	70,903.5	8.11%	2,551.32	2,563.11	2,564.49	2,576.65	**10,255.58**	2,585.53	2,598.18	2,600.32	2,613.46	2,623.27	2,636.92	2,639.92	2,654.11	**31,207.28**
SEDA-COG	30,389.6	3.47%	1,093.51	1,098.56	1,099.15	1,104.37	**4,395.59**	1,108.17	1,113.59	1,114.51	1,120.14	1,124.34	1,130.20	1,131.48	1,137.57	**13,375.60**
Altoona	6,584.4	0.75%	236.93	238.02	238.15	239.28	**952.38**	240.10	241.28	241.48	242.70	243.61	244.88	245.15	246.47	**2,898.04**
Johnstown	3,702.1	0.42%	133.21	133.83	133.90	134.54	**535.48**	135.00	135.66	135.77	136.46	136.97	137.68	137.84	138.58	**1,629.43**
Centre County	16,835.4	1.92%	605.79	608.59	608.92	611.80	**2,435.09**	613.91	616.91	617.42	620.54	622.87	626.11	626.83	630.19	**7,409.89**
Williamsport	11,654.8	1.33%	419.37	421.31	421.54	423.54	**1,685.77**	425.00	427.08	427.43	429.59	431.20	433.45	433.94	436.27	**5,129.71**
Erie	2,079.0	0.24%	74.81	75.15	75.19	75.55	**300.71**	75.81	76.18	76.25	76.63	76.92	77.32	77.41	77.82	**915.05**
Lancaster	45,475.8	5.20%	1,636.35	1,643.92	1,644.80	1,652.60	**6,577.68**	1,658.30	1,666.41	1,667.78	1,676.21	1,682.50	1,691.26	1,693.18	1,702.28	**20,015.60**
York	20,394.8	2.33%	733.87	737.26	737.65	741.15	**2,949.93**	743.71	747.34	747.96	751.74	754.56	758.49	759.35	763.43	**8,976.51**
Reading	8,141.2	0.93%	292.94	294.30	294.46	295.85	**1,177.55**	296.87	298.32	298.57	300.08	301.21	302.77	303.12	304.75	**3,583.25**
Lebanon	1,655.0	0.19%	59.55	59.83	59.86	60.14	**239.38**	60.35	60.65	60.70	61.00	61.23	61.55	61.62	61.95	**728.43**
Mercer	3,586.9	0.41%	129.07	129.66	129.73	130.35	**518.81**	130.80	131.44	131.55	132.21	132.71	133.40	133.55	134.27	**1,578.73**
Adams	28,042.5	3.21%	1,009.05	1,013.72	1,014.26	1,019.07	**4,056.10**	1,022.58	1,027.58	1,028.43	1,033.63	1,037.51	1,042.91	1,044.10	1,049.71	**12,342.55**
Franklin	8,918.4	1.02%	320.91	322.39	322.57	324.10	**1,289.97**	325.21	326.80	327.07	328.73	329.96	331.68	332.06	333.84	**3,925.32**
Northwest	44,543.1	5.09%	1,602.79	1,610.20	1,611.07	1,618.71	**6,442.77**	1,624.28	1,632.23	1,633.58	1,641.83	1,647.99	1,656.57	1,658.46	1,667.37	**19,605.09**
N. Central	67,603.4	7.73%	2,432.57	2,443.82	2,445.13	2,456.73	**9,778.25**	2,465.19	2,477.25	2,479.30	2,491.82	2,501.17	2,514.19	2,517.05	2,530.58	**29,754.79**
N. Tier	57,527.4	6.58%	2,070.01	2,079.58	2,080.69	2,090.56	**8,320.84**	2,097.76	2,108.02	2,109.77	2,120.42	2,128.38	2,139.46	2,141.90	2,153.41	**25,319.96**
S. Alleghenies	60,493.3	6.92%	2,176.73	2,186.79	2,187.97	2,198.34	**8,749.83**	2,205.92	2,216.71	2,218.54	2,229.74	2,238.11	2,249.77	2,252.33	2,264.43	**26,625.37**
Wayne	6,618.9	0.76%	238.17	239.27	239.40	240.53	**957.37**	241.36	242.54	242.74	243.97	244.88	246.16	246.44	247.76	**2,913.23**
Total (No IM)	**874,635.9**	**100.00%**	**31,472.00**	**31,617.50**	**31,634.50**	**31,784.50**	**126,508.50**	**31,894.00**	**32,050.00**	**32,076.50**	**32,238.50**	**32,359.50**	**32,528.00**	**32,565.00**	**32,740.00**	**384,960.00**

Appendix 4: Asset Management

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys:
  - Systematic Technique to Analyze and Manage Pennsylvania's Pavements (STAMPP) Program
  - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
  - Contractor also collects pavement condition for Local Federal Aid roads
  - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collected via manual surveys

- Condition Survey Field Manuals:
  - Publication 336: Pavement (Bituminous & Jointed Concrete)
  - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
  - Publication 33: Shoulder And Guide Rail
  - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
  - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON-Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

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Appendix 4: Asset Management

- For each segment, the quantities of treatment materials are determined.
- For each segment, the costs of the treatments are determined.
- Cost of Treatments = Dollar Needs
- Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Bridges

- Condition Surveys
  - Bridge inspections have been performed through progressive Federal minimum standards since 1971
  - Bridges are inspected every 2 years or less, depending on condition

- Condition Survey Field Manual
  - Publication 100A

- Treatment / Dollar needs
  - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
  - For each bridge, the treatment and cost are determined.
  - Total cost of treatments = Dollar Needs
  - Dollar Needs are summed for each County and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2027 Financial Guidance		Data Source
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet	Bridge Maintenance System (BMS)/AMF*
		1/4 Bridge AMF*	
	60% Highway	1/4 Non-Interstate NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF*
		1/4 Non-Interstate NHS VMT	
		1/4 Non-Interstate NHS Truck VMT	
		1/4 Pavement AMF*	
	Interstate -- 26/55ths of Apportionment in 2021; $50,000,000 additional in		N/A
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	BMS
	60% Highway	1/2 Non-NHS Lane Miles	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
		1/4 Non-NHS VMT	
		1/4 Non-NHS Truck VMT	
State Highway	1/4 VMT		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System
	1/4 Truck VMT		
	1/2 Lane Miles		
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet		BMS
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet		BMS
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashses versus Property Damage only Crashes) $500,000 base to each Planning Region, $50 million Statewide		2023 Pennsylvania Crash Facts & Statistics
Rail	Statewide Program		N/A
NHFP	Interstate Program		N/A
CMAQ	Population with CMAQ Factor Multiplier based upon regional air quality classification for non-attainment/maintenance counties		Census Data/CMAQ Factor Multiplier
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula		Federal Formula
STP-Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet	Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System/AMF
		1/4 Bridge AMF*	
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet	
Carbon Reduction	1/3 Vehicle Miles Travelled		Pennsylvania Highway Statistics Publication 600 derived from the Highway Performance Monitoring System and Annual Vehicle Registration Report
	1/3 Lane Miles		
	1/3 Vehicle Registrations		
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census		Federal Formula/Census Data
PROTECT	Statewide Program-District Targets		FEMA Flood Zone maps/RCRS Data

* Asset Management Factor-See Description

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Appendix 6: Financial Guidance
State Transit Funding 2027-2030

State Transit Funds			2027		
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			**668,100**
Allied Coordinated Transportation Services, Inc.			86,000	385,000	**471,000**
Amtran		4,377,838			**4,377,838**
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	**8,533,898**
Beaver County Transit Authority		5,349,560		700,000	**6,049,560**
Blair Senior Services, Inc.			40,000	915,000	**955,000**
Borough of Mount Carmel		449,411			**449,411**
Borough of Pottstown		1,918,982			**1,918,982**
Bucks County Transport, Inc.			630,000	1,250,000	**1,880,000**
Butler Transit Authority		1,449,567			**1,449,567**
Cambria County Transit Authority		9,485,485	41,000	430,000	**9,956,485**
Centre Area Transit Authority		11,188,063		225,000	**11,413,063**
Centre County			119,000	720,000	**839,000**
Chester County			360,000	1,450,000	**1,810,000**
City of Hazelton		2,835,157			**2,835,157**
Clarion County			40,378	546,277	**586,655**
Community Transit of Delaware County, Inc.			30,000	2,200,000	**2,230,000**
County of Butler			110,000	330,000	**440,000**
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	**11,404,273**
County of Lebanon Transit Authority		2,880,120	110,000	358,000	**3,348,120**
Crawford Area Transit Authority		2,193,860	40,000	610,000	**2,843,860**
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	**3,032,396**
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	**14,858,898**
Fayette County		1,967,866	120,000	512,000	**2,599,866**
Forest County			51,000	380,000	**431,000**
Greene County			143,782	396,848	**540,630**
Heritage Community Initiatives		1,366,366			**1,366,366**
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	**1,194,000**
Indiana County Transportation Authority		2,449,773	39,000	400,000	**2,888,773**
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	**29,554,284**
Luzerne County Transit Authority		8,678,886	55,000	725,000	**9,458,886**
Lycoming-Clinton County Centers for Community Action			200,000	820,000	**1,020,000**
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	**2,019,969**
Mid Mon Valley Transit Authority		4,195,914			**4,195,914**
Mid-County Transit Authority		791,868	28,000	175,000	**994,868**
Mifflin-Juniata Area Agency on Aging			69,000	380,000	**449,000**
Monroe County Transit Authority		2,836,290	430,000	880,000	**4,146,290**
New Castle Area Transit Authority		6,119,927			**6,119,927**
Pike County			77,000	340,000	**417,000**
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	**442,082,765**
River Valley Transportation Authority		6,237,634			**6,237,634**
Schuylkill Transportation System		2,243,123	90,000	830,000	**3,163,123**
Somerset County			63,000	215,000	**278,000**
South Central Transit Authority		24,374,776	230,000	3,100,000	**27,704,776**
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	**1,349,189,043**
Suburban Transit Network, Inc.			320,000	3,180,000	**3,500,000**
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	**29,356,809**
Susquehanna Wyoming County Transportation			219,000	550,000	**769,000**
Transportation Authority of Warren County		1,015,682	50,000	400,000	**1,465,682**
Washington County Transportation Authority		2,134,538	450,000	1,300,000	**3,884,538**
Wayne County Transportation System			173,000	1,261,000	**1,434,000**
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	**7,233,106**
Other Unallocated (Urban/Rural)	49,520,000	55,931,022			**105,451,022**
PennDOT Discretion	32,580,000				**32,580,000**
Grand Total	**651,610,000**	**1,440,362,249**	**7,872,160**	**74,233,125**	**2,174,077,534**

Date prepared: 4/15/2025

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 25-26 and subsequent years are projected based on the Governor's March 2025 projected budget.

Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

Appendix 6: Financial Guidance
State Transit Funding 2027-2030

State Transit Funds			2028		
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			**668,100**
Allied Coordinated Transportation Services, Inc.			86,000	385,000	**471,000**
Amtran		4,377,838			**4,377,838**
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	**8,533,898**
Beaver County Transit Authority		5,349,560		700,000	**6,049,560**
Blair Senior Services, Inc.			40,000	915,000	**955,000**
Borough of Mount Carmel		449,411			**449,411**
Borough of Pottstown		1,918,982			**1,918,982**
Bucks County Transport, Inc.			630,000	1,250,000	**1,880,000**
Butler Transit Authority		1,449,567			**1,449,567**
Cambria County Transit Authority		9,485,485	41,000	430,000	**9,956,485**
Centre Area Transit Authority		11,188,063		225,000	**11,413,063**
Centre County			119,000	720,000	**839,000**
Chester County			360,000	1,450,000	**1,810,000**
City of Hazelton		2,835,157			**2,835,157**
Clarion County			40,378	546,277	**586,655**
Community Transit of Delaware County, Inc.			30,000	2,200,000	**2,230,000**
County of Butler			110,000	330,000	**440,000**
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	**11,404,273**
County of Lebanon Transit Authority		2,880,120	110,000	358,000	**3,348,120**
Crawford Area Transit Authority		2,193,860	40,000	610,000	**2,843,860**
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	**3,032,396**
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	**14,858,898**
Fayette County		1,967,866	120,000	512,000	**2,599,866**
Forest County			51,000	380,000	**431,000**
Greene County			143,782	396,848	**540,630**
Heritage Community Initiatives		1,366,366			**1,366,366**
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	**1,194,000**
Indiana County Transportation Authority		2,449,773	39,000	400,000	**2,888,773**
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	**29,554,284**
Luzerne County Transit Authority		8,678,886	55,000	725,000	**9,458,886**
Lycoming-Clinton County Centers for Community Action			200,000	820,000	**1,020,000**
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	**2,019,969**
Mid Mon Valley Transit Authority		4,195,914			**4,195,914**
Mid-County Transit Authority		791,868	28,000	175,000	**994,868**
Mifflin-Juniata Area Agency on Aging			69,000	380,000	**449,000**
Monroe County Transit Authority		2,836,290	430,000	880,000	**4,146,290**
New Castle Area Transit Authority		6,119,927			**6,119,927**
Pike County			77,000	340,000	**417,000**
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	**442,082,765**
River Valley Transportation Authority		6,237,634			**6,237,634**
Schuylkill Transportation System		2,243,123	90,000	830,000	**3,163,123**
Somerset County			63,000	215,000	**278,000**
South Central Transit Authority		24,374,776	230,000	3,100,000	**27,704,776**
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	**1,349,189,043**
Suburban Transit Network, Inc.			320,000	3,180,000	**3,500,000**
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	**29,356,809**
Susquehanna Wyoming County Transportation			219,000	550,000	**769,000**
Transportation Authority of Warren County		1,015,682	50,000	400,000	**1,465,682**
Washington County Transportation Authority		2,134,538	450,000	1,300,000	**3,884,538**
Wayne County Transportation System			173,000	1,261,000	**1,434,000**
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	**7,233,106**
Other Unallocated (Urban/Rural)	49,520,000	84,738,267			**134,258,267**
PennDOT Discretion	32,580,000				**32,580,000**
Grand Total	**651,610,000**	**1,469,169,494**	**7,872,160**	**74,233,125**	**2,202,884,779**

Date prepared: 4/15/2025

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Appendix 6: Financial Guidance
State Transit Funding 2027-2030

State Transit Funds			2029		
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			**668,100**
Allied Coordinated Transportation Services, Inc.			86,000	385,000	**471,000**
Amtran		4,377,838			**4,377,838**
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	**8,533,898**
Beaver County Transit Authority		5,349,560		700,000	**6,049,560**
Blair Senior Services, Inc.			40,000	915,000	**955,000**
Borough of Mount Carmel		449,411			**449,411**
Borough of Pottstown		1,918,982			**1,918,982**
Bucks County Transport, Inc.			630,000	1,250,000	**1,880,000**
Butler Transit Authority		1,449,567			**1,449,567**
Cambria County Transit Authority		9,485,485	41,000	430,000	**9,956,485**
Centre Area Transit Authority		11,188,063		225,000	**11,413,063**
Centre County			119,000	720,000	**839,000**
Chester County			360,000	1,450,000	**1,810,000**
City of Hazelton		2,835,157			**2,835,157**
Clarion County			40,378	546,277	**586,655**
Community Transit of Delaware County, Inc.			30,000	2,200,000	**2,230,000**
County of Butler			110,000	330,000	**440,000**
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	**11,404,273**
County of Lebanon Transit Authority		2,880,120	110,000	358,000	**3,348,120**
Crawford Area Transit Authority		2,193,860	40,000	610,000	**2,843,860**
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	**3,032,396**
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	**14,858,898**
Fayette County		1,967,866	120,000	512,000	**2,599,866**
Forest County			51,000	380,000	**431,000**
Greene County			143,782	396,848	**540,630**
Heritage Community Initiatives		1,366,366			**1,366,366**
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	**1,194,000**
Indiana County Transportation Authority		2,449,773	39,000	400,000	**2,888,773**
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	**29,554,284**
Luzerne County Transit Authority		8,678,886	55,000	725,000	**9,458,886**
Lycoming-Clinton County Centers for Community Action			200,000	820,000	**1,020,000**
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	**2,019,969**
Mid Mon Valley Transit Authority		4,195,914			**4,195,914**
Mid-County Transit Authority		791,868	28,000	175,000	**994,868**
Mifflin-Juniata Area Agency on Aging			69,000	380,000	**449,000**
Monroe County Transit Authority		2,836,290	430,000	880,000	**4,146,290**
New Castle Area Transit Authority		6,119,927			**6,119,927**
Pike County			77,000	340,000	**417,000**
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	**442,082,765**
River Valley Transportation Authority		6,237,634			**6,237,634**
Schuylkill Transportation System		2,243,123	90,000	830,000	**3,163,123**
Somerset County			63,000	215,000	**278,000**
South Central Transit Authority		24,374,776	230,000	3,100,000	**27,704,776**
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	**1,349,189,043**
Suburban Transit Network, Inc.			320,000	3,180,000	**3,500,000**
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	**29,356,809**
Susquehanna Wyoming County Transportation			219,000	550,000	**769,000**
Transportation Authority of Warren County		1,015,682	50,000	400,000	**1,465,682**
Washington County Transportation Authority		2,134,538	450,000	1,300,000	**3,884,538**
Wayne County Transportation System			173,000	1,261,000	**1,434,000**
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	**7,233,106**
Other Unallocated (Urban/Rural)	49,520,000	114,121,656			**163,641,656**
PennDOT Discretion	32,580,000				**32,580,000**
Grand Total	**651,610,000**	**1,498,552,883**	**7,872,160**	**74,233,125**	**2,232,268,168**

Date prepared: 4/15/2025

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Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

Appendix 6: Financial Guidance
State Transit Funding 2027-2030

State Transit Funds			2030		
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association		668,100			**668,100**
Allied Coordinated Transportation Services, Inc.			86,000	385,000	**471,000**
Amtran		4,377,838			**4,377,838**
Area Transportation Authority of North Central Pennsylvania		8,043,898	157,000	333,000	**8,533,898**
Beaver County Transit Authority		5,349,560		700,000	**6,049,560**
Blair Senior Services, Inc.			40,000	915,000	**955,000**
Borough of Mount Carmel		449,411			**449,411**
Borough of Pottstown		1,918,982			**1,918,982**
Bucks County Transport, Inc.			630,000	1,250,000	**1,880,000**
Butler Transit Authority		1,449,567			**1,449,567**
Cambria County Transit Authority		9,485,485	41,000	430,000	**9,956,485**
Centre Area Transit Authority		11,188,063		225,000	**11,413,063**
Centre County			119,000	720,000	**839,000**
Chester County			360,000	1,450,000	**1,810,000**
City of Hazelton		2,835,157			**2,835,157**
Clarion County			40,378	546,277	**586,655**
Community Transit of Delaware County, Inc.			30,000	2,200,000	**2,230,000**
County of Butler			110,000	330,000	**440,000**
County of Lackawanna Transportation System		9,508,273	116,000	1,780,000	**11,404,273**
County of Lebanon Transit Authority		2,880,120	110,000	358,000	**3,348,120**
Crawford Area Transit Authority		2,193,860	40,000	610,000	**2,843,860**
Endless Mountains Transportation Authority		1,740,396	225,000	1,067,000	**3,032,396**
Erie Metropolitan Transit Authority		13,859,898	99,000	900,000	**14,858,898**
Fayette County		1,967,866	120,000	512,000	**2,599,866**
Forest County			51,000	380,000	**431,000**
Greene County			143,782	396,848	**540,630**
Heritage Community Initiatives		1,366,366			**1,366,366**
Huntingdon-Bedford-Fulton Area Agency on Aging			155,000	1,039,000	**1,194,000**
Indiana County Transportation Authority		2,449,773	39,000	400,000	**2,888,773**
Lehigh and Northampton Transportation Authority		26,208,284	346,000	3,000,000	**29,554,284**
Luzerne County Transit Authority		8,678,886	55,000	725,000	**9,458,886**
Lycoming-Clinton County Centers for Community Action			200,000	820,000	**1,020,000**
Mercer County Regional Council of Governments		1,166,969	153,000	700,000	**2,019,969**
Mid Mon Valley Transit Authority		4,195,914			**4,195,914**
Mid-County Transit Authority		791,868	28,000	175,000	**994,868**
Mifflin-Juniata Area Agency on Aging			69,000	380,000	**449,000**
Monroe County Transit Authority		2,836,290	430,000	880,000	**4,146,290**
New Castle Area Transit Authority		6,119,927			**6,119,927**
Pike County			77,000	340,000	**417,000**
Port Authority of Allegheny County	139,900,000	291,432,765	550,000	10,200,000	**442,082,765**
River Valley Transportation Authority		6,237,634			**6,237,634**
Schuylkill Transportation System		2,243,123	90,000	830,000	**3,163,123**
Somerset County			63,000	215,000	**278,000**
South Central Transit Authority		24,374,776	230,000	3,100,000	**27,704,776**
Southeastern Pennsylvania Transportation Authority	429,610,000	896,079,043		23,500,000	**1,349,189,043**
Suburban Transit Network, Inc.			320,000	3,180,000	**3,500,000**
Susquehanna Regional Transportation Authority		23,606,809	1,300,000	4,450,000	**29,356,809**
Susquehanna Wyoming County Transportation			219,000	550,000	**769,000**
Transportation Authority of Warren County		1,015,682	50,000	400,000	**1,465,682**
Washington County Transportation Authority		2,134,538	450,000	1,300,000	**3,884,538**
Wayne County Transportation System			173,000	1,261,000	**1,434,000**
Westmoreland County Transportation Authority		5,576,106	357,000	1,300,000	**7,233,106**
Other Unallocated (Urban/Rural)	49,520,000	144,092,714			**193,612,714**
PennDOT Discretion	32,580,000				**32,580,000**
Grand Total	**651,610,000**	**1,528,523,941**	**7,872,160**	**74,233,125**	**2,262,239,226**

Date prepared: 4/15/2025

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Distribution for all fiscal years is based on FY 2023-24 operating statistics and uses SFY 24-25 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

Appendix 6: Financial Guidance
State Transit Funding 2027-2030

State Transit Funds	2027-2030				
Agency	Asset Improvement *	Operating Assistance #	PwD	Senior Citizen SRP	Total
Airport Corridor Transportation Association	0	2,672,400	0	0	**2,672,400**
Allied Coordinated Transportation Services, Inc.	0	0	344,000	1,540,000	**1,884,000**
Amtran	0	17,511,352	0	0	**17,511,352**
Area Transportation Authority of North Central Pennsylvania	0	32,175,592	628,000	1,332,000	**34,135,592**
Beaver County Transit Authority	0	21,398,240	0	2,800,000	**24,198,240**
Blair Senior Services, Inc.	0	0	160,000	3,660,000	**3,820,000**
Borough of Mount Carmel	0	1,797,644	0	0	**1,797,644**
Borough of Pottstown	0	7,675,928	0	0	**7,675,928**
Bucks County Transport, Inc.	0	0	2,520,000	5,000,000	**7,520,000**
Butler Transit Authority	0	5,798,268	0	0	**5,798,268**
Cambria County Transit Authority	0	37,941,940	164,000	1,720,000	**39,825,940**
Centre Area Transit Authority	0	44,752,252	0	900,000	**45,652,252**
Centre County	0	0	476,000	2,880,000	**3,356,000**
Chester County	0	0	1,440,000	5,800,000	**7,240,000**
City of Hazelton	0	11,340,628	0	0	**11,340,628**
Clarion County	0	0	161,512	2,185,107	**2,346,619**
Community Transit of Delaware County, Inc.	0	0	120,000	8,800,000	**8,920,000**
County of Butler	0	0	440,000	1,320,000	**1,760,000**
County of Lackawanna Transportation System	0	38,033,092	464,000	7,120,000	**45,617,092**
County of Lebanon Transit Authority	0	11,520,480	440,000	1,432,000	**13,392,480**
Crawford Area Transit Authority	0	8,775,440	160,000	2,440,000	**11,375,440**
Endless Mountains Transportation Authority	0	6,961,584	900,000	4,268,000	**12,129,584**
Erie Metropolitan Transit Authority	0	55,439,592	396,000	3,600,000	**59,435,592**
Fayette County	0	7,871,464	480,000	2,048,000	**10,399,464**
Forest County	0	0	204,000	1,520,000	**1,724,000**
Greene County	0	0	575,129	1,587,392	**2,162,521**
Heritage Community Initiatives	0	5,465,464	0	0	**5,465,464**
Huntingdon-Bedford-Fulton Area Agency on Aging	0	0	620,000	4,156,000	**4,776,000**
Indiana County Transportation Authority	0	9,799,092	156,000	1,600,000	**11,555,092**
Lehigh and Northampton Transportation Authority	0	104,833,136	1,384,000	12,000,000	**118,217,136**
Luzerne County Transit Authority	0	34,715,544	220,000	2,900,000	**37,835,544**
Lycoming-Clinton County Centers for Community Action	0	0	800,000	3,280,000	**4,080,000**
Mercer County Regional Council of Governments	0	4,667,876	612,000	2,800,000	**8,079,876**
Mid Mon Valley Transit Authority	0	16,783,656	0	0	**16,783,656**
Mid-County Transit Authority	0	3,167,472	112,000	700,000	**3,979,472**
Mifflin-Juniata Area Agency on Aging	0	0	276,000	1,520,000	**1,796,000**
Monroe County Transit Authority	0	11,345,160	1,720,000	3,520,000	**16,585,160**
New Castle Area Transit Authority	0	24,479,708	0	0	**24,479,708**
Pike County	0	0	308,000	1,360,000	**1,668,000**
Port Authority of Allegheny County	559,600,000	1,165,731,060	2,200,000	40,800,000	**1,768,331,060**
River Valley Transportation Authority	0	24,950,536	0	0	**24,950,536**
Schuylkill Transportation System	0	8,972,492	360,000	3,320,000	**12,652,492**
Somerset County	0	0	252,000	860,000	**1,112,000**
South Central Transit Authority	0	97,499,104	920,000	12,400,000	**110,819,104**
Southeastern Pennsylvania Transportation Authority	1,718,440,000	3,584,316,172	0	94,000,000	**5,396,756,172**
Suburban Transit Network, Inc.	0	0	1,280,000	12,720,000	**14,000,000**
Susquehanna Regional Transportation Authority	0	94,427,236	5,200,000	17,800,000	**117,427,236**
Susquehanna Wyoming County Transportation	0	0	876,000	2,200,000	**3,076,000**
Transportation Authority of Warren County	0	4,062,728	200,000	1,600,000	**5,862,728**
Washington County Transportation Authority	0	8,538,152	1,800,000	5,200,000	**15,538,152**
Wayne County Transportation System	0	0	692,000	5,044,000	**5,736,000**
Westmoreland County Transportation Authority	0	22,304,424	1,428,000	5,200,000	**28,932,424**
Other Unallocated (Urban/Rural)	198,080,000	398,883,659	0	0	**596,963,659**
PennDOT Discretion	130,320,000	0	0	0	**130,320,000**
Grand Total	**2,606,440,000**	**5,936,608,567**	**31,488,641**	**296,932,499**	**8,871,469,707**

Date prepared: 4/15/2025

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Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 ($000)

Federal Transit	FFY 2027						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	9,600	0	837	0	0	880	**11,317**
Altoona*	2,556	0	0	0	0	0	**2,556**
Chambersburg*	904	0	0	0	0	0	**904**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	5,393	0	0	0	0	0	**5,393**
Harrisburg*	9,000	0	697	0	0	620	**10,317**
Hanover*	1,196	0	0	0	0	0	**1,196**
Hazleton*	1,249	0	0	0	0	0	**1,249**
Johnstown*	2,736	13	0	0	0	0	**2,748**
Lancaster-Manheim*	11,477	0	583	0	0	539	**12,599**
Lebanon*	1,662	0	0	0	0	0	**1,662**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	136,784	187,395	5,493	0	0	8,562	**338,235**
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	**82,910**
Pottstown[3]	801	0	0	0	0	64	**865**
Reading*	5,134	0	407	0	0	450	**5,990**
Scranton*	6,498	0	605	0	0	564	**7,667**
Sharon[1]	0	0	0	0	0	0	**0**
State College*	5,229	0	0	0	0	0	**5,229**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	4,173	0	0	0	0	0	**4,173**
York*	4,764	0	358	0	0	425	**5,546**
Large Urban	2,002	5,336	0	0	0	0	**7,338**
Small Urban	209	0	2,173	0	0	1,347	**3,729**
Large or Small Urban	0	18,599	0	0	0	4,000	**22,599**
Non Urbanized	0	0	4,038	30,081	0	0	**34,119**
Intercity Bus	0	0	0	5,308	0	0	**5,308**
Appalachian Counties	0	0	0	0	6,887	0	**6,887**
TOTALS	**254,582**	**245,103**	**17,926**	**35,389**	**6,887**	**20,650**	**580,538**

Date prepared: 3/25/2025

+These funds can be used for operating, capital or technical assistance.

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

[1] Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.

[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

[3] Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 ($000)

Federal Transit	FFY 2028						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	9,600	0	837	0	0	880	**11,317**
Altoona*	2,556	0	0	0	0	0	**2,556**
Chambersburg*	904	0	0	0	0	0	**904**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	5,393	0	0	0	0	0	**5,393**
Harrisburg*	9,000	0	697	0	0	620	**10,317**
Hanover*	1,196	0	0	0	0	0	**1,196**
Hazleton*	1,249	0	0	0	0	0	**1,249**
Johnstown*	2,736	13	0	0	0	0	**2,748**
Lancaster-Manheim*	11,477	0	583	0	0	539	**12,599**
Lebanon*	1,662	0	0	0	0	0	**1,662**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	136,784	187,395	5,493	0	0	8,562	**338,235**
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	**82,910**
Pottstown[3]	801	0	0	0	0	64	**865**
Reading*	5,134	0	407	0	0	450	**5,990**
Scranton*	6,498	0	605	0	0	564	**7,667**
Sharon[1]	0	0	0	0	0	0	**0**
State College*	5,229	0	0	0	0	0	**5,229**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	4,173	0	0	0	0	0	**4,173**
York*	4,764	0	358	0	0	425	**5,546**
Large Urban	2,002	5,336	0	0	0	0	**7,338**
Small Urban	209	0	2,173	0	0	1,347	**3,729**
Large or Small Urban	0	18,599	0	0	0	4,000	**22,599**
Non Urbanized	0	0	4,038	30,081	0	0	**34,119**
Intercity Bus	0	0	0	5,308	0	0	**5,308**
Appalachian Counties	0	0	0	0	6,887	0	**6,887**
TOTALS	**254,582**	**245,103**	**17,926**	**35,389**	**6,887**	**20,650**	**580,538**
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
[1] Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
[3] Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 ($000)

Federal Transit	FFY 2029						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	9,600	0	837	0	0	880	**11,317**
Altoona*	2,556	0	0	0	0	0	**2,556**
Chambersburg*	904	0	0	0	0	0	**904**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	5,393	0	0	0	0	0	**5,393**
Harrisburg*	9,000	0	697	0	0	620	**10,317**
Hanover*	1,196	0	0	0	0	0	**1,196**
Hazleton*	1,249	0	0	0	0	0	**1,249**
Johnstown*	2,736	13	0	0	0	0	**2,748**
Lancaster-Manheim*	11,477	0	583	0	0	539	**12,599**
Lebanon*	1,662	0	0	0	0	0	**1,662**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	136,784	187,395	5,493	0	0	8,562	**338,235**
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	**82,910**
Pottstown[3]	801	0	0	0	0	64	**865**
Reading*	5,134	0	407	0	0	450	**5,990**
Scranton*	6,498	0	605	0	0	564	**7,667**
Sharon[1]	0	0	0	0	0	0	**0**
State College*	5,229	0	0	0	0	0	**5,229**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	4,173	0	0	0	0	0	**4,173**
York*	4,764	0	358	0	0	425	**5,546**
Large Urban	2,002	5,336	0	0	0	0	**7,338**
Small Urban	209	0	2,173	0	0	1,347	**3,729**
Large or Small Urban	0	18,599	0	0	0	4,000	**22,599**
Non Urbanized	0	0	4,038	30,081	0	0	**34,119**
Intercity Bus	0	0	0	5,308	0	0	**5,308**
Appalachian Counties	0	0	0	0	6,887	0	**6,887**
TOTALS	**254,582**	**245,103**	**17,926**	**35,389**	**6,887**	**20,650**	**580,538**
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
[1] Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
[3] Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 ($000)

Federal Transit	FFY 2030						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	9,600	0	837	0	0	880	**11,317**
Altoona*	2,556	0	0	0	0	0	**2,556**
Chambersburg*	904	0	0	0	0	0	**904**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	5,393	0	0	0	0	0	**5,393**
Harrisburg*	9,000	0	697	0	0	620	**10,317**
Hanover*	1,196	0	0	0	0	0	**1,196**
Hazleton*	1,249	0	0	0	0	0	**1,249**
Johnstown*	2,736	13	0	0	0	0	**2,748**
Lancaster-Manheim*	11,477	0	583	0	0	539	**12,599**
Lebanon*	1,662	0	0	0	0	0	**1,662**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	136,784	187,395	5,493	0	0	8,562	**338,235**
Pittsburgh**	43,217	33,760	2,735	0	0	3,199	**82,910**
Pottstown[3]	801	0	0	0	0	64	**865**
Reading*	5,134	0	407	0	0	450	**5,990**
Scranton*	6,498	0	605	0	0	564	**7,667**
Sharon[1]	0	0	0	0	0	0	**0**
State College*	5,229	0	0	0	0	0	**5,229**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	4,173	0	0	0	0	0	**4,173**
York*	4,764	0	358	0	0	425	**5,546**
Large Urban	2,002	5,336	0	0	0	0	**7,338**
Small Urban	209	0	2,173	0	0	1,347	**3,729**
Large or Small Urban	0	18,599	0	0	0	4,000	**22,599**
Non Urbanized	0	0	4,038	30,081	0	0	**34,119**
Intercity Bus	0	0	0	5,308	0	0	**5,308**
Appalachian Counties	0	0	0	0	6,887	0	**6,887**
TOTALS	**254,582**	**245,103**	**17,926**	**35,389**	**6,887**	**20,650**	**580,538**
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
[1] Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
[3] Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

Appendix 7: Financial Guidance
Federal Transit Funding 2027-2030 ($000)

Federal Transit	Total FFY 2027 - FFY 2030						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	38,402	0	3,346	0	0	3,520	**45,268**
Altoona*	10,226	0	0	0	0	0	**10,226**
Chambersburg*	3,615	0	0	0	0	0	**3,615**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	21,573	0	0	0	0	0	**21,573**
Harrisburg*	35,999	0	2,788	0	0	2,482	**41,268**
Hanover*	4,784	0	0	0	0	0	**4,784**
Hazleton*	4,994	0	0	0	0	0	**4,994**
Johnstown*	10,943	51	0	0	0	0	**10,994**
Lancaster-Manheim*	45,908	0	2,333	0	0	2,154	**50,396**
Lebanon*	6,648	0	0	0	0	0	**6,648**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	547,135	749,582	21,973	0	0	34,249	**1,352,939**
Pittsburgh**	172,867	135,040	10,939	0	0	12,795	**331,641**
Pottstown[3]	3,204	0	0	0	0	257	**3,460**
Reading*	20,535	0	1,627	0	0	1,800	**23,961**
Scranton*	25,994	0	2,419	0	0	2,257	**30,669**
Sharon[1]	0	0	0	0	0	0	**0**
State College*	20,916	0	0	0	0	0	**20,916**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	16,691	0	0	0	0	0	**16,691**
York*	19,055	0	1,432	0	0	1,699	**22,186**
Large Urban	8,008	21,343	0	0	0	0	**29,350**
Small Urban	834	0	8,694	0	0	5,389	**14,918**
Large or Small Urban	0	74,396	0	0	0	16,000	**90,396**
Non Urbanized	0	0	16,152	120,323	0	0	**136,475**
Intercity Bus	0	0	0	21,233	0	0	**21,233**
Appalachian Counties	0	0	0	0	27,549	0	**27,549**
TOTALS	**1,018,330**	**980,411**	**71,703**	**141,557**	**27,549**	**82,601**	**2,322,151**
Date prepared: 3/25/2025							
+These funds can be used for operating, capital or technical assistance.							
* Systems that can use a portion of their federal 5307 funds for operating assistance							
** Systems are not able to use their federal section 5307 funds for operating assistance							
U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.							
[1] Youngstown, OH UZA boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307, 5310, or 5339 suballocations.							
[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.							
[3] Pottstown was merged into Philadelphia UZA in 2020 Census. Pottstown receives a Philadelphia suballocation of 5307 and 5339 beginning in FY 2024 apportionments.							

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2027 Program - Spike Projects (NHPP)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	LRTP	Total
116177	Interstate	4	Luzerne	SR 424 over I-81	CON	7/15/2027	8,262,542	0	0	0	0	0	0	0	0		8,262,542
106682	Interstate	4	Lackawanna	Scranton Beltway/Turnpike	CON	11/1/2029	0	0	0	10,000,000	10,000,000	10,000,000	10,000,000	0	0		40,000,000
74979	NEPA	5	Monroe	611/715 Improvements	CON	8/12/2027	5,000,000	5,000,000	0	0	0	0	0	0	0		10,000,000
14698	DVRPC	6	Chester	US 422: Schuylkill River Brg to W of Keim St.	CON	1/14/2027	36,000,000	20,000,000	0	0	0	0	0	0	0		56,000,000
107553	DVRPC	6	Chester	SR 30 & Airport Rd Interchnage Imp	CON	12/14/2028	0	0	15,000,000	15,000,000	0	0	0	0	0		30,000,000
14581	DVRPC	6	Chester	US 1: PA 896 - PA 41	CON	9/14/2028	0	0	15,000,000	15,000,000	0	0	0	0	0		30,000,000
107551	DVRPC	6	Chester	SR30/SR10 to Business 30 Int. Imp	CON	4/15/2029	0	0	20,000,000	20,000,000	0	0	0	0	0		40,000,000
107554	DVRPC	6	Chester	US30 & PA 82 Interchange Imp	CON	2/14/2030	0	0	0	10,000,000	10,000,000	10,000,000	0	0	0		30,000,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	6/4/2026	0	0	0	0	50,000,000	57,450,000	50,000,000	61,900,000	218,935,458		438,285,458
93055	Franklin	8	Franklin	I-81 New Interchange (Exit 12)	CON	12/11/2025	20,000,000	0	0	0	0	0	0	0	0		20,000,000
112550	Interstate	8	York	North York Widening #2 (Codorus Creek Bridge)	CON	2/12/2026	60,000,000	26,166,650	0	0	0	0	0	0	0		86,166,650
92931	Interstate	8	Dauphin	I-83 Eisenhower Interchange	CON	10/21/2027	0	32,000,000	32,000,000	30,000,000	32,000,000	30,000,000	14,384,066	0	0		170,384,066
92924	Interstate	8	York	I-83, North York Widening	CON	3/2/2028	0	33,274,338	15,000,000	0	0	0	0	0	0		48,274,338
112549	Interstate	8	York	North York Widening # (Exit 19)	CON	2/14/2030	0	0	0	15,000,000	20,000,000	20,000,000	20,000,000	20,000,000	31,276,669		126,276,669
114698	Interstate	8	Dauphin	I-83 Eisenhower RR Bridge	CON	2/15/2029	0	0	27,000,000	14,995,727	0	0	0	0	0		41,995,727
109618	Lancaster	8	Lancaster	US 222 Reconstruction/Widening 1	CON	7/29/2027	10,000,000	10,000,000	0	0	0	0	0	0	0		20,000,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	ROW		0	6,600,000	0	0	0	0	0	0	0		6,600,000
113378	Interstate	8	Dauphin	I-83 Eisenhower Interchange B	CON	1/9/2031	0	0	0	0	0	0	15,000,000	15,000,000	106,780,000		136,780,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	ROW		0	0	990,000	0	0	0	0	0	0		990,000
113380	Interstate	8	Dauphin	I-83 Eisenhower Interchange C	CON	9/1/2031	0	0	0	0	0	0	20,000,000	20,000,000	102,340,000		142,340,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	ROW		0	0	0	0	0	550,000	0	0	0		550,000
113381	Interstate	8	Dauphin	I-83 Eisenhower Interchange D	CON	1/12/2034	0	0	0	0	0	0	0	0	0	260,880,000	260,880,000
9811	SPC	10	Indiana	Bridge to Nowhere EB/WB PM	CON	9/16/2027	8,000,000	8,000,000	0	0	0	0	0	0	0		16,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	CON	4/26/2029	0	0	15,000,000	15,000,000	15,000,000	15,000,000	0	0	0		60,000,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	0	0	0	0	10,000,000	21,000,000		31,000,000
109270	Interstate	11	Allegheny	Fort Duquesne Bridge Rehab & Preservation	CON	4/15/2031	0	0	0	0	0	0	15,000,000	15,000,000	30,000,000		60,000,000
TBD	STWD Items	99	Central Office	Truck Parking Reserve	CON		1,000,000	1,000,000	3,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	16,000,000		41,000,000
102466	STWD Items	99	Central Office	Reserve Line Item	CON		0	0	0	0	0	0	0	0	0		0

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2027 Program - Spike Projects (STP)																	
MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	LRTP	Total
116060	NEPA	4	Pike	Carlton Road over Taylor Creek	CON	6/10/2027	211,000	0	0	0	0	0	0	0	0	0	211,000
116059	NEPA	4	Pike	Shohola Falls Road over Balliard Creek	CON	10/1/2026	728,000	0	0	0	0	0	0	0	0	0	728,000
61972	Reading	5	Berks	US 222 Widening	CON	7/30/2026	11,717,324	0	0	0	0	0	0	0	0	0	11,717,324
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/13/2028	0	25,000,000	25,000,000	25,000,000	25,000,000	30,000,000	35,000,000	35,000,000	45,238,924	0	245,238,924
110457	NEPA	5	Monroe	PA 33 Median Barrier SR 2002 to SR 2008	CON	9/17/2026	10,000,000	3,200,000	0	0	0	0	0	0	0	0	13,200,000
103528	DVRPC	6	Delaware	Mattson Road over W Br Chester Creek	CON	6/8/2028	0	0	1,315,000	0	0	0	0	0	0	0	1,315,000
113754	Interstate	8	Dauphin	I-83 South Bridge Replacement	CON	6/4/2026	0	0	0	0	6,587,000	6,587,000	6,587,000	6,587,000	26,348,000	0	52,696,000
79020	Lancaster	8	Lancaster	Veteran's Mem Br-Susq River	CON	11/5/2026	10,000,000	10,000,000	5,000,000	0	0	0	0	0	0	0	25,000,000
100701	SPC	11	Allegheny	McKees Rocks Bridge Phase 3	CON	3/15/2030	0	0	0	15,000,000	12,000,000	7,000,000	0	0	0	0	34,000,000
119183	SPC	11	Allegheny	Route 8 at Wildwood	CON	9/16/2027	0	4,500,000	0	0	0	0	0	0	0	0	4,500,000
119428	SPC	12	Washington	D12 I-70 ITS Eastern and Western GAP	CON	1/27/2028	0	1,146,224	0	0	0	0	0	0	0	0	1,146,224
102620	STWD Items	99	Central Office	STP Reserve	CON		0	0	0	0	0	0	0	0	0	0	0
114552	STWD Items	99	Central Office	Historic Truss Bridge Preservation	CON		1,400,000	1,400,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000	0	22,800,000

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2027 Program - Spike Projects (State)

MPMS	Planning Partner	District	County	Project Title	Phase	Est Let Date	Actual Let Date	Approp	2027	2028	2029	2030	2031	2032	2033	2034	2035-2038	LRTP	Total
3763	SEDA-COG	2	Clinton	T-537 over Fishing Creek Bridge	CON	6/18/2026		581	316,000	0	0	0	0	0	0	0	0		316,000
4383	North Central	2	McKean	T-437 Oswayo Creek	CON	12/16/2027		581	0	405,000	0	0	0	0	0	0	0		405,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	UTL			581	20,000	0	0	0	0	0	0	0	0		20,000
3608	North Central	2	Clearfield	T-206 Anderson Creek	CON	7/15/2027		581	372,000	0	0	0	0	0	0	0	0		372,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	PE			581	80,000	0	0	0	0	0	0	0	0		80,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	ROW			581	40,000	0	0	0	0	0	0	0	0		40,000
95990	North Central	2	Clearfield	T-566 over Clearfield Crk	CON	2/17/2028		581	0	720,000	0	0	0	0	0	0	0		720,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	ROW			581	20,000	0	0	0	0	0	0	0	0		20,000
110175	SEDA-COG	2	Mifflin	T-422 over Kish Creek	CON	2/17/2028		581	0	715,000	0	0	0	0	0	0	0		715,000
112784	Centre	2	Centre	State College Area Connector	FD			581	20,000,000	5,000,000	20,000,000	5,000,000	0	0	0	0	0		50,000,000
112784	Centre	2	Centre	State College Area Connector	ROW			581	15,000,000	15,000,000	15,000,000	0	0	0	0	0	0		45,000,000
112784	Centre	2	Centre	State College Area Connector	UTL			581	0	200,000	1,800,000	0	0	0	0	0	0		2,000,000
112784	Centre	2	Centre	State College Area Connector	CON	1/24/2030		581	0	0	0	0	20,000,000	35,000,000	35,000,000	35,000,000	130,000,000	645,000,000	900,000,000
7588	SEDA-COG	3	Snyder	Cent. Susq. Val. Sty	FD			581	440,000	0	0	0	0	0	0	0	0		440,000
76402	SEDA-COG	3	Snyder	CSVT Structures South Section	CON	9/14/2023	9/14/2023	581	10,000,000	8,100,000	0	0	0	0	0	0	0		18,100,000
76403	SEDA-COG	3	Snyder	CSVT SS Paving-Southern Section Con #3	CON	9/25/2025		581	17,000,000	18,000,000	25,000,000	25,000,000	33,000,000	33,806,190	26,393,810	0	0		178,200,000
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	FD			581	414,691	0	0	0	0	0	0	0	0		414,691
102810	SEDA-COG	3	Northumberland	CSVT to SR 11	CON	12/9/2027		581	0	6,000,000	6,000,000	6,500,000	0	0	0	0	0		18,500,000
102811	SEDA-COG	3	Snyder	CSVT ITS Phase 1	CON	7/23/2026		581	6,500,000	0	0	0	0	0	0	0	0		6,500,000
123084	SEDA-COG	3	Snyder	CSVT ITS Phase 2	CON	1/1/2028		581	0	4,000,000	4,200,000	0	0	0	0	0	0		8,200,000
96423	Lehigh Valley	5	Northhampton	Pave PA 33 I-78 to US 22	CON	4/1/2027		581	8,000,000	0	0	0	0	0	0	0	0		8,000,000
114439	Reading	5	Berks	West Shore Bypass - Phase 1	CON	7/15/2027		581	0	15,000,000	15,000,000	15,000,000	16,309,731	0	0	0	0		61,309,731
58137	Adams	8	Adams	Eisenhower Drive Extension	CON	3/11/2027		581	6,000,000	6,000,000	8,000,000	10,000,000	0	0	0	0	0		30,000,000
112549	Interstate	8	York	North York Widening #1 (Exit 19)	ROW			581	9,457,406	10,060,156	0	0	0	0	0	0	0		19,517,562
112549	Interstate	8	York	North York Widening #1 (Exit 19)	CON	2/14/2030		581	0	0	0	16,000,000	18,000,000	18,000,000	24,523,974	11,000,000	0		87,523,974
112549	Interstate	8	York	North York Widening #1 (Exit 19)	UTL			581	6,453,297	7,346,703	0	0	0	0	0	0	0		13,800,000
113378	Interstate	8	Dauphin	Eisenhower Interchange B	FD			581	6,000,000	6,000,000	5,500,000	0	0	0	0	0	0		17,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	FD			581	5,500,000	0	0	0	0	0	0	0	0		5,500,000
113380	Interstate	8	Dauphin	Eisenhower Interchange C	CON	9/1/2031		581	0	0	0	0	0	0	20,000,000	20,000,000	140,000,000		180,000,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	FD			581	0	0	0	12,000,000	12,000,000	11,100,000	0	0	0		35,100,000
113381	Interstate	8	Dauphin	Eisenhower Interchange D	CON	1/12/2034		581	0	0	0	0	0	0	0	35,000,000	204,595,207		239,595,207
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	FD			581	3,000,000	2,000,000	0	0	0	0	0	0	0		5,000,000
99874	Interstate	11	Allegheny	Squirrel Hill Interchange	UTL			581	0	0	1,000,000	0	0	0	0	0	0		1,000,000
91796	SPC	11	Allegheny	Streets Run Road	CON	3/7/2030		581	0	0	0	8,000,000	8,000,000	6,000,000	0	0	0		22,000,000
100956	SPC	11	Allegheny	West End Bridge	UTL			581	1,000,000	1,000,000	0	0	0	0	0	0	0		2,000,000
100956	SPC	11	Allegheny	West End Bridge	ROW			581	1,000,000	1,000,000	0	0	0	0	0	0	0	0	2,000,000
100956	SPC	11	Allegheny	West End Bridge	CON	4/13/2028		581	0	7,000,000	16,000,000	20,000,000	18,000,000	19,000,000	20,000,000	0	0		100,000,000
84337	STWD Items	99	Central Office	State (15%) Reserve	CON			581	0	0	0	0	0	0	0	0	0		0
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	1/30/2018	581	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	152,925,000	346,413,000
106136	STWD Items	99	Central Office	P3 RBR Payments	CON	1/30/2018	1/30/2018	185	15,736,000	15,809,000	15,817,000	15,892,000	15,947,000	16,025,000	16,038,000	16,119,000	66,105,000	152,925,000	346,413,000

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Appendix 8: Financial Guidance
2027-2030 Federal and State Transit Funding by Region
($000)

Region	2027			2028			2029			2030			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	339,100	1,360,528	1,699,628	1,356,399	5,442,112	6,798,511
SPC	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	82,910	480,985	563,895	331,641	1,923,940	2,255,581
Harrisburg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Scranton/WB	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	8,916	23,698	32,614	35,663	94,793	130,457
Lehigh Valley	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	11,317	29,554	40,871	45,268	118,217	163,485
NEPA	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	7,726	7,726	0	30,906	30,906
SEDA-COG	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altoona	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	2,556	5,333	7,889	10,226	21,331	31,557
Johnstown	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	2,748	9,956	12,705	10,994	39,826	50,820
Centre County	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	5,229	12,252	17,481	20,916	49,008	69,925
Williamsport	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	4,173	7,258	11,430	16,691	29,031	45,721
Erie	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	5,393	14,859	20,252	21,573	59,436	81,009
Lancaster	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
York	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reading	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lebanon	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	1,662	3,348	5,010	6,648	13,392	20,040
Mercer	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	2,020	2,020	0	8,080	8,080
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	**464,005**	**1,957,518**	**2,421,523**	**464,005**	**1,957,518**	**2,421,523**	**464,005**	**1,957,518**	**2,421,523**	**464,005**	**1,957,518**	**2,421,523**	**1,856,019**	**7,830,072**	**9,686,091**
Northwest	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	5,327	5,327	0	21,309	21,309
N. Central	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	8,534	8,534	0	34,136	34,136
N. Tier	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	3,801	3,801	0	15,206	15,206
S. Alleghenies	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	1,472	1,472	0	5,888	5,888
Wayne County	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	1,434	1,434	0	5,736	5,736
Total Rural	**0**	**20,568**	**20,568**	**0**	**20,568**	**20,568**	**0**	**20,568**	**20,568**	**0**	**20,568**	**20,568**	**0**	**82,274**	**82,274**
Unallocated	**79,980**	**138,031**	**218,011**	**79,980**	**166,838**	**246,819**	**79,980**	**196,222**	**276,202**	**79,980**	**226,193**	**306,173**	**319,922**	**727,284**	**1,047,205**
Multiple -- SCTA*	**18,589**	**27,705**	**46,294**	**18,589**	**27,705**	**46,294**	**18,589**	**27,705**	**46,294**	**18,589**	**27,705**	**46,294**	**74,357**	**110,819**	**185,176**
Multiple -- SRTA*	**17,963**	**30,255**	**48,219**	**17,963**	**30,255**	**48,219**	**17,963**	**30,255**	**48,219**	**17,963**	**30,255**	**48,219**	**71,853**	**121,021**	**192,874**
Grand Total	**580,538**	**2,174,078**	**2,754,615**	**580,538**	**2,202,885**	**2,783,422**	**580,538**	**2,232,268**	**2,812,806**	**580,538**	**2,262,239**	**2,842,777**	**2,322,151**	**8,871,470**	**11,193,621**

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.
* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs
* Operating assistance for Susquehanna Regional Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

Berks

PennDOT Project Id: 10328
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Restoration
Title: PA 61 Restoration Phase 2A
Municipality: Hamburg (BORO)
State Route: 61
Estimated Construction Bid Date: 9/14/2023
Actual Construction Bid Date: 9/14/2023
Location: Hamburg Borough
Berks County
Project Description: Highway restoration of State Route (SR) 61 from 4th Street to the SR 4028(West State Street)/Schuylkill River Bridge in Hamburg Borough, Berks County. Median barrier will b installed between 4th Street and Grand Street. The project also includes the rehabilitation of both the SR 61 over Reading Blue Mountain & Northern (RBMN) bridge and the SR 61 over Mill Creek bridge, and the replacement of the SR 61 over Kaerchers Creek bridge.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$41	$0	$0	$0	$0	$0
Construction	581	$10	$0	$0	$0	$0	$0
	Federal:	$41	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$51	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$51**					

PennDOT Project Id: 10527
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Bellevue Avenue over Readng Blue Mtn & Northern RR
Municipality: Muhlenberg (TWP)
State Route: 2016
Estimated Construction Bid Date: 7/30/2026
Actual Construction Bid Date:
Location: SR 2016 over Reading Blue Mountain and Northern Railroad
Muhlenberg Township
Berks County
Project Description: This project involves a bridge replacement on State Route (SR) 2016 (Bellevue Avenue) over the Reading Blue Mountain and Northern Railroads in Muhlenberg Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$200	$459	$1,069	$1,559	$0	$0
Construction	STP	$157	$117	$297	$192	$0	$0
Construction	STU	$161	$28	$229	$334	$0	$0
Construction	185	$214	$162	$222	$915	$0	$0
Construction	581	$336	$423	$849	$280	$0	$0
	Federal:	$518	$604	$1595	$2085	$0	$0
	State:	$550	$585	$1071	$1195	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,068	$1,189	$2,666	$3,280	$0	$0
Total FFY 2027-2038 Cost		**$8,203**					

PennDOT Project Id: 10613
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: 5th Street Bridge over NS RR
Municipality: Reading (CITY)
State Route: 2005
Estimated Construction Bid Date: 7/11/2030
Actual Construction Bid Date:
Location: SR 2005 (Fifth Street) over NFS RR
City of Reading
Project Description: This project involves the Fifth Street Bridge replacement/rehabilitation over Norfolk Southern Railroad (NS RR) in the City of Reading, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BRIP	$0	$300	$337	$0	$0	$0
Final Design	185	$0	$75	$84	$0	$0	$0
Right of Way	NHPP	$0	$40	$45	$0	$0	$0
Right of Way	185	$0	$10	$11	$0	$0	$0
Construction	BRIP	$0	$0	$0	$500	$6,703	$0
Construction	185	$0	$0	$0	$125	$1,676	$0
Utility	NHPP	$0	$0	$44	$0	$0	$0
Utility	185	$0	$0	$11	$0	$0	$0
	Federal:	$0	$340	$426	$500	$6703	$0
	State:	$0	$85	$106	$125	$1676	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$425	$532	$625	$8,379	$0
Total FFY 2027-2038 Cost		**$9,961**					

PennDOT Project Id: 10727
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: Dwight Street Bridge
Municipality: Spring (TWP)
State Route: 7237
Estimated Construction Bid Date: 4/14/2033
Actual Construction Bid Date:
Location: Dwight Street Bridge
Spring Township
Berks County
Project Description: Bridge replacement /rehabilitation of railroad-owned Dwight Street (T-578) Bridge over Norfolk Southern Railroad (NS RR) in Spring Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	$0	$0	$150	$331	$0	$0
Final Design	LOC	$0	$0	$9	$21	$0	$0
Final Design	183	$0	$0	$28	$62	$0	$0
Construction	BOF	$0	$0	$0	$0	$4,000	$3,379
Utility	BOF	$0	$0	$0	$68	$0	$0
Utility	LOC	$0	$0	$0	$4	$0	$0
Utility	183	$0	$0	$0	$13	$0	$0
Right of Way	BOF	$0	$0	$0	$90	$0	$0
Right of Way	LOC	$0	$0	$0	$6	$0	$0
Right of Way	183	$0	$0	$0	$17	$0	$0
	Federal:	$0	$0	$150	$489	$4000	$3379
	State:	$0	$0	$28	$92	$0	$0
	Local/Other:	$0	$0	$9	$31	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$187	$612	$4,000	$3,379
Total FFY 2027-2038 Cost		**$8,178**					

PennDOT Project Id: 10730 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Bridge Rehabilitation **Title:** Old River Road Bridge

Municipality: Robeson (TWP) **State Route:** 7233

Estimated Construction Bid Date: 4/1/2030

Actual Construction Bid Date:

Location: OVER ALLEGHENY CK : ROBESON TWP : T-361 :

Project Description: This project involves the bridge rehabilitation or replacement of the municipal-owned Old River Road (T-361) Bridge over Allegheny Creek in Robeson Township, Berks County

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	$0	$300	$177	$0	$0	$0
Construction	BOF	$0	$0	$0	$0	$3,188	$0
Utility	BOF	$0	$0	$0	$52	$0	$0
Right of Way	BOF	$0	$50	$56	$0	$0	$0
	Federal:	$0	$350	$233	$52	$3188	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$350	$233	$52	$3,188	$0
Total FFY 2027-2038 Cost		**$3,823**					

PennDOT Project Id: 10751 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Bridge Replacement **Title:** Funk Road over Trib to Ironstone Creek

Municipality: Colebrookdale (TWP) **State Route:** 2045

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: Funk Road (SR 2045) over a tributary of Ironstone Creek
Colebrookdale Township
Berks County

Project Description: Replacement of the structure carrying Funk Road (State Road 2045) over a tributary of Ironstone Creek in Colebrookdale Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$700	$660	$0	$0	$0	$0
Construction	185	$175	$165	$0	$0	$0	$0
Utility	185	$55	$0	$0	$0	$0	$0
	Federal:	$700	$660	$0	$0	$0	$0
	State:	$230	$165	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$930	$825	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,755**					

PennDOT Project Id: 10774
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Parkview Road Bridge
Municipality: St Lawrence (BORO)
State Route: 7417
Estimated Construction Bid Date: 4/1/2027
Actual Construction Bid Date:
Location: Parkview Road
St. Lawrence Borough
Berks County
Project Description: Bridge Replacement of Parkview Road Bridge over Antietam Creek in St. Lawrence Borough, Berks County
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	$0	$0	$175	$131	$0	$0
Final Design	LOC	$0	$0	$11	$8	$0	$0
Final Design	183	$0	$0	$33	$25	$0	$0
Right of Way	BOF	$0	$0	$45	$42	$0	$0
Right of Way	LOC	$0	$0	$3	$3	$0	$0
Right of Way	183	$0	$0	$8	$8	$0	$0
Construction	BOF	$0	$0	$0	$900	$901	$0
Construction	LOC	$0	$0	$0	$56	$56	$0
Construction	183	$0	$0	$0	$169	$169	$0
Preliminary Engineering	BOF	$391	$0	$0	$0	$0	$0
Preliminary Engineering	LOC	$24	$0	$0	$0	$0	$0
Preliminary Engineering	183	$73	$0	$0	$0	$0	$0
Utility	BOF	$0	$0	$0	$23	$0	$0
Utility	LOC	$0	$0	$0	$1	$0	$0
Utility	183	$0	$0	$0	$4	$0	$0
	Federal:	$391	$0	$220	$1096	$901	$0
	State:	$73	$0	$41	$206	$169	$0
	Local/Other:	$24	$0	$14	$68	$56	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$488	$0	$275	$1,370	$1,126	$0
Total FFY 2027-2038 Cost		**$3,259**					

PennDOT Project Id: 10815
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: R1 - Intersection channelization projects
Improvement Type: Intersection Improvement
Title: SR 73 & Friedensburg Road (SR 2023)
Municipality: Oley (TWP)
State Route: 73
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: PA 73 (Memorial Highway) at SR 2023 (Friedensburg Road)
Oley Township
Berks County
Project Description: This project is for intersection improvements to reconfigure and improve traffic flow at SR 73 (Memorial Highway) and SR 2023 (Friedensburg Road) in Oley Township, Berks County.
Air Quality Description: Existing signalized intersection peak hour traffic on SR 2023 (Friedensburg Road) occurs from elementary and middle schools as well as a career and technology center causing congestion without separate turn lanes.

Project Costs(In Thousands)							
Phase	**Fund**	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Final Design	CAQ	$0	$0	$0	$0	$382	$0
Final Design	581	$0	$0	$0	$0	$96	$0
Right of Way	CAQ	$0	$0	$0	$0	$478	$0
Right of Way	581	$0	$0	$0	$0	$119	$0
Construction	CAQ	$0	$0	$0	$0	$3,936	$0
Construction	581	$0	$0	$0	$0	$984	$0
Preliminary Engineering	CAQ	$0	$0	$0	$200	$250	$0
Preliminary Engineering	581	$0	$0	$0	$50	$63	$0
Utility	CAQ	$0	$0	$0	$0	$74	$0
Utility	581	$0	$0	$0	$0	$18	$0
	Federal:	$0	$0	$0	$200	$5120	$0
	State:	$0	$0	$0	$50	$1280	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$250	$6,400	$0
Total FFY 2027-2038 Cost		**$6,650**					

PennDOT Project Id: 10826

New To Planned TIP: Y

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PENNDOT

Air Quality Exempt Reason: S2 - Hazard elimination program

Improvement Type: Bridge Removal

Title: Ontelaunee (Lake) Bridge

Municipality: Maiden Creek (TWP)

State Route: 1003

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: West Shore Drive (SR 1003) Open Spandrel Arch over Lake Ontelaunee
Maiden Creek Township
Berks County

Project Description: This project involves the removal of the open spandrel arch Ontelaunee Lake Bridge, which carries West Shore Drive (State Route 1003) over Lake Ontelaunee in Maiden Creek Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)							
Phase	**Fund**	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Right of Way	BOF	$0	$0	$20	$35	$0	$0
Construction	BOF	$0	$0	$100	$200	$520	$0
Preliminary Engineering	BOF	$361	$0	$0	$0	$0	$0
	Federal:	$361	$0	$120	$235	$520	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$361	$0	$120	$235	$520	$0
Total FFY 2027-2038 Cost		**$1,236**					

PennDOT Project Id: 10867
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PENNDOT
Air Quality Exempt Reason: R1 - Intersection channelization projects
Improvement Type: Restoration
Title: PA 61 Restoration Phase 2B
Municipality: Hamburg (BORO)
State Route: 61
Estimated Construction Bid Date: 8/12/2027
Actual Construction Bid Date:
Location: State Route 61 from Zions Church Road to the SR 0061/4th Street intersection
Hamburg Borough and Windsor & Perry Townships
Berks County
Project Description: This project involves the highway restoration of State Route (SR) 61 and median barrier installation from Zions Church Road to the SR 0061/4th Street intersection area in Hamburg Borough, Windsor Township and Perry Township, Berks County, including reconfiguration of the 4th Street intersection and extension of Hawk Ridge Road to SR 61.
Air Quality Description: MPO staff confirms that a new public street extension is being added, though it is less than 0.1 mile in length essentially through an existing car dealership parking lot and will serve as one leg in a reconfigured SR 0061/4th Street intersection and therefore not capacity adding.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$4,000	$2,000	$1,800	$2,000	$5,512	$0
Construction	STU	$0	$1,000	$2,200	$1,000	$1,500	$0
Utility	NHPP	$42	$0	$0	$0	$0	$0
Utility	581	$11	$0	$0	$0	$0	$0
	Federal:	$4042	$3000	$4000	$3000	$7012	$0
	State:	$11	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$4,053	$3,000	$4,000	$3,000	$7,012	$0
Total FFY 2027-2038 Cost		**$21,065**					

PennDOT Project Id: 56728
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Pigeon Creek Bridge
Municipality: Shoemakersville (BORO)
State Route: 7419
Estimated Construction Bid Date: 4/1/2027
Actual Construction Bid Date:
Location: Main Street over Pigeon Creek Bridge
Shoemakersville Borough
Berks County
Project Description: This project includes the bridge rehab/ replacement of Pigeon Creek Bridge, State Route 7419 (Main Street), over Pigeon Creek in Shoemakersville Borough, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	$0	$0	$0	$0	$0	$418
Preliminary Engineering	LOC	$0	$0	$0	$0	$0	$26
Preliminary Engineering	183	$0	$0	$0	$0	$0	$78
	Federal:	$0	$0	$0	$0	$0	$418
	State:	$0	$0	$0	$0	$0	$78
	Local/Other:	$0	$0	$0	$0	$0	$26
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$0	$522
Total FFY 2027-2038 Cost		**$522**					

PennDOT Project Id: 61972 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen **Title:** US 222 Widening

Municipality: Maiden Creek (TWP) **State Route:** 222

Estimated Construction Bid Date: 10/22/2026

Actual Construction Bid Date:

Location: US 222 from Schaeffer Road to the Kutztown Bypass
Richmond, Maidencreek, and Maxatawny Townships
Berks County

Project Description: This project involves the widening of US Route 222 from Schaeffer Road to the Kutztown Bypass in Richmond, Maidencreek and Maxatawny Townships, Berks County. The highway will be widened to four lanes, a median barrier will be installed, as well as roundabouts at Pleasant Hills Road and Richmond Road. Bridge replacement on US Route 22 over the tributary to Moselem Creek.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$2,375	$0	$0	$0	$0	$0
Construction	HSIP	$0	$0	$100	$100	$2,500	$0
Construction	NHPP	$1,500	$3,550	$6,200	$5,000	$1,197	$0
Construction	STP	$12,017	$300	$1,400	$0	$15	$0
Construction	STU	$1,700	$4,350	$2,100	$700	$0	$0
Construction	185	$675	$0	$0	$0	$0	$0
Construction	581	$3,200	$2,050	$2,425	$3,320	$0	$0
	Federal:	$17592	$8200	$9800	$5800	$3712	$0
	State:	$3875	$2050	$2425	$3320	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$21,467	$10,250	$12,225	$9,120	$3,712	$0
Total FFY 2027-2038 Cost		**$56,774**					

PennDOT Project Id: 69335 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** M10 - Purch new buses & cars for rplcmnt or mnr expan.

Improvement Type: Transit System Improvement **Title:** RATS BARTA Flex

Municipality: **State Route:** 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of Highway and Bridge "flexed" CMAQ funds to provide partial funding to replace one (1) 2015 fixed route electric hybrid bus with 2027 electric hybrid bu three (3) 2014 fixed route electric hybrid buses with three (3) 2026 electric hybrid buses, and four (4) 2015 fixed route electric hybrid buses with four (4) 2027 electric hybrid buses.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$450	$900	$0	$0	$3,600	$3,600
	Federal:	$450	$900	$0	$0	$3600	$3600
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$450	$900	$0	$0	$3,600	$3,600
Total FFY 2027-2038 Cost		**$8,550**					

PennDOT Project Id: 72814 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Reconstruct **Title:** West Shore (US 422) Reconstruction Phase 2

Municipality: Wyomissing (BORO) **State Route:** 422

Estimated Construction Bid Date: 4/1/2034

Actual Construction Bid Date:

Location: US 422 (West Shore Bypass) from PA 12 to east of I-176 over the Schuylkill River in Wyomissing and West Reading Boroughs, the City of Reading, Cumru and Exeter Township Berks County.

Project Description: This project involves highway reconstruction/widening of US Route 422 (the West Shore Bypass) from PA 12 to the Schuylkill River Bridge east of Interstate 176 in Wyomissing and West Reading Boroughs, the City of Reading, Cumru and Exeter Townships, Berks County. The project will include widening of the roadway for a length of 5.5 miles to accommodate three travel lanes in each direction between the Warren Street Bypass and the Interstate 176 interchange. There will also be reconstruction of four travel lanes between the Interstate 176 interchange and the Schuylkill River Bridge east of the Interstate 176 interchange. The Penn Street and Lancaster Avenue interchanges will be realigne and reconstructed, while the Wyomissing and Interstate 176 interchanges will be reconstructed. This project will also include reconstruction of the Bingaman Street Bridge. This project includes completion of preliminary engineering for the entire corridor. Details for Phase 1 can be found under MPMS 114439.

Construction commencement of phase 2 is undetermined at this time due to fiscal constraint/resources.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$0	$0	$0	$0	$0	$10,000
Construction	STP	$0	$0	$0	$0	$0	$6,000
Construction	STU	$0	$0	$0	$0	$0	$8,000
Construction	581	$0	$0	$0	$0	$0	$6,000
Final Design	NHPP	$0	$0	$0	$0	$10,508	$0
Final Design	581	$0	$0	$0	$0	$2,627	$0
Utility	NHPP	$0	$0	$0	$0	$0	$3,862
Utility	581	$0	$0	$0	$0	$0	$966
Right of Way	NHPP	$0	$0	$0	$0	$1,672	$0
Right of Way	581	$0	$0	$0	$0	$418	$0
	Federal:	$0	$0	$0	$0	$12180	$27862
	State:	$0	$0	$0	$0	$3045	$6966
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$15,225	$34,828
Total FFY 2027-2038 Cost		**$50,053**					

PennDOT Project Id: 79467 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Safety Improvement **Title:** SR 12 Elizabeth Avenue

Municipality: Alsace (TWP) **State Route:** 12

Estimated Construction Bid Date: 3/25/2027

Actual Construction Bid Date:

Location: Intersection of Route 12 and Hill View Road/Elizabeth Ave. and along the Route 12 Corridor from Hill View Road/Elizabeth Ave. to Skyline Drive
Alsace Township
Berks County

Project Description: This project involves safety improvements along the State Route 12 corridor from Hill View Road/Elizabeth Avenue to Skyline Drive (SR 2027) in Alsace Township, Berks Coun
The proposed corridor improvements include shoulder widening, utility relocation, embankment removal to improve curve sight distance, and super elevate curves.
Additional proposed improvements include a hybrid roundabout at SR 12 and Hill View Road / Elizabeth Avenue, a traffic signal with realignment at Skyline Drive, and addition a left turn lane for Route 12 westbound at Skyline Drive.

Air Quality Description:

Project Costs(In Thousands)							
Phase	**Fund**	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Construction	CAQ	$1,500	$2,600	$0	$0	$0	$0
Construction	CRP	$301	$301	$0	$0	$0	$0
Construction	CRPU	$600	$600	$0	$0	$0	$0
Construction	HSIP	$2,500	$2,900	$0	$0	$0	$0
Construction	STP	$700	$1,000	$0	$0	$0	$0
Construction	STU	$0	$0	$300	$0	$0	$0
Construction	581	$100	$100	$300	$0	$0	$0
	Federal:	$5601	$7401	$300	$0	$0	$0
	State:	$100	$100	$300	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$5,701	$7,501	$600	$0	$0	$0
Total FFY 2027-2038 Cost		**$13,802**					

PennDOT Project Id: 80070

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis

Project Administrator: PennDOT

Air Quality Exempt Reason: X1 - Actvtys not leading to constr. (plan & tech study)

Improvement Type: Miscellaneous

Title: RATS In-house Bridge Design Assistance

Municipality:

State Route: 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: Bridge Review Management Contract designed to allow consultant to manage and review bridge projects assigned within the planning region to expedite delivery.

Air Quality Description:

Project Costs(In Thousands)							
Phase	**Fund**	**2027**	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Preliminary Engineering	185	$50	$50	$50	$50	$200	$200
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$50	$50	$50	$200	$200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 82791 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** NRS - "Not Rgnlly Significant" - do not fit exempt ctgry

Improvement Type: Corridor Safety Improvement **Title:** CMAQ Reserve Line Item

Municipality: **State Route:** 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of funding for the CMAQ Line Item for congestion, mitigation, and air quality improvement projects that modeling has shown will result in emissions reductions.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$85	$21	$156	$108	$2,201	$12,579
	Federal:	$85	$21	$156	$108	$2201	$12579
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$85	$21	$156	$108	$2,201	$12,579
Total FFY 2027-2038 Cost		**$15,150**					

PennDOT Project Id: 82793 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** X12 - Trns enhnc acts (excpt rehab, opr. of hist. trans)

Improvement Type: Transportation Enhancement **Title:** Alternative Transporation (TAP) Line Item

Municipality: **State Route:** 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project consists of funding for the Transportation Alternatives Set Aside (TASA) Reserve Line Item, formerly the Transportation Alternatives Program Line Item. Funding w established by the Moving Ahead for Progress in the 21st century (MAP-21) Federal legislation.

Projects are submitted by application and then reviewed & evaluated by the Reading Area Transportation Study (RATS) Technical Committee with input from PennDOT. The Technical Committee then forwards projects to the RATS Coordinating Committee for final approval.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	TAU	$606	$606	$606	$606	$2,424	$2,423
	Federal:	$606	$606	$606	$606	$2424	$2423
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$606	$606	$606	$606	$2,424	$2,423
Total FFY 2027-2038 Cost		**$7,271**					

PennDOT Project Id: 82795
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S6 - Safety improvement program
Improvement Type: Safety Improvement
Title: Safety Reserve Line Item
Municipality:
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County
Project Description: This project consists of the Funding Reserve for future safety projects in Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	$56	$4	$65	$84	$3,265	$7,531
	Federal:	$56	$4	$65	$84	$3265	$7531
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$56	$4	$65	$84	$3,265	$7,531
Total FFY 2027-2038 Cost		**$11,005**					

PennDOT Project Id: 82796
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: NRS - "Not Rgnlly Significant" - do not fit exempt ctgry
Improvement Type: Restoration
Title: Urban Reserve Line Item
Municipality:
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County
Project Description: This Urban Reserve line item is utilized for cost overruns on approved highway and bridge projects from past and current Transportation Improvement Programs and for future projects that enhance urban access and mobility.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CRP	$0	$0	$0	$0	$1,504	$1,606
Construction	CRPU	$0	$0	$0	$0	$2,584	$3,043
Construction	STU	$0	$1	$1	$1	$4,652	$90
	Federal:	$0	$1	$1	$1	$8740	$4739
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$1	$1	$1	$8,740	$4,739
Total FFY 2027-2038 Cost		**$13,482**					

PennDOT Project Id: 83081
Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality:
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn
Title: Delivery Consult Assistance
State Route: 0

Project Description: This project provides funding for consultant assistance in project delivery and construction for the replacement / rehabilitation of bridges in Berks County. It is designed to allow consultants to manage and review projects assigned within the planning region with the goal of expediting project delivery.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	$800	$100	$0	$0	$0	$0
Preliminary Engineering	581	$1,100	$1,000	$1,000	$1,500	$6,000	$6,000
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$1900	$1100	$1000	$1500	$6000	$6000
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,900	$1,100	$1,000	$1,500	$6,000	$6,000
Total FFY 2027-2038 Cost		**$17,500**					

PennDOT Project Id: 85643
Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Albany (TWP)
Estimated Construction Bid Date: 1/29/2026
Actual Construction Bid Date: 1/29/2026
Location: SR 1015 over Stoney Run
Albany Township
Berks County
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Title: Donat Road over Stoney Run
State Route: 1015

Project Description: This project involves the bridge replacement of State Route 1015 (Donat Road) over Stoney Run in Albany Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	$10	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$10**					

PennDOT Project Id: 86420
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: A1 - Cont. ride-shrng & van-pool prom. at cur lvls
Improvement Type: Miscellaneous
Title: Berks Commuter Services
Municipality: Reading (CITY)
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County

Project Description: This project funds the Transportation Demand Management program in Berks County that is administered by Commuter Services of PA. By helping commuters find alternatives driving alone such as public transit, car/van pooling, bicycles, and walking, traffic congestion can be reduced and air quality & safety can be increased.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$299	$304	$307	$310	$1,272	$1,323
	Federal:	$299	$304	$307	$310	$1272	$1323
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$299	$304	$307	$310	$1,272	$1,323
Total FFY 2027-2038 Cost		**$3,815**					

PennDOT Project Id: 87688
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: R4 - Changes in vertical and horizontal alignment
Improvement Type: Intersection Improvement
Title: SR 422 in Sinking Spring
Municipality: Sinking Spring (BORO)
State Route: 422
Estimated Construction Bid Date: 6/24/2027
Actual Construction Bid Date:
Location: SR 422 (Penn Avenue)
Sinking Spring
Berks County

Project Description: This project will re-align intersections at Penn Avenue and State Route 724 (Shillington Road) and Penn Avenue and State Route 3055 (Mull Avenue) to reduce congestion in the Borough of Sinking Spring, Berks County.

Air Quality Description: MPO staff confirms that there is no additional capacity being added. This project is reconfiguring an existing intersection with acute-angle and offset approaches.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	NHPP	$103	$0	$0	$0	$0	$0
Utility	581	$26	$0	$0	$0	$0	$0
Construction	NHPP	$500	$500	$500	$2,089	$0	$0
Construction	581	$125	$125	$125	$522	$0	$0
	Federal:	$603	$500	$500	$2089	$0	$0
	State:	$151	$125	$125	$522	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$754	$625	$625	$2,611	$0	$0
Total FFY 2027-2038 Cost		**$4,615**					

PennDOT Project Id: 89056 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** X12 - Trns enhnc acts (excpt rehab, opr. of hist. trans)

Improvement Type: Transportation Enhancement **Title:** Transp Alternative Project Mngmt

Municipality: Reading (CITY) **State Route:** 0

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Berks County

Project Description: This project is a Berks County Transportation Alternatives Program Management Contract to assist local sponsors in developing approved Transportation Alternative Projects.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	$25	$25	$25	$25	$0	$0
	Federal:	$25	$25	$25	$25	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$25	$25	$25	$25	$0	$0
Total FFY 2027-2038 Cost		**$100**					

PennDOT Project Id: 90569 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Intersection Improvement **Title:** SR 222 and Long Lane Intersection Improvements

Municipality: Maxatawny (TWP) **State Route:** 222

Estimated Construction Bid Date: 1/9/2025

Actual Construction Bid Date: 1/9/2025

Location: SR 222 & SR 1024 (Long Lane)
Maxatawny Township
Berks County

Project Description: This project involves the construction of a roundabout on US Route 222 and Long Lane (State Route 1024) to improve safety and reduce congestion in Maxatawny Township, Berks County.

Air Quality Description: A 4 way traffic signal is being converted into a roundabout to alleviate traffic congestion and reduce emissions.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$41	$0	$0	$0	$0	$0
Construction	581	$10	$0	$0	$0	$0	$0
	Federal:	$41	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$51	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$51**					

PennDOT Project Id: 91658
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S7 - Traf contl devc & oper assist - nonsignalization
Improvement Type: Traffic Control Center
Title: TOC Operator-Berks
Municipality: Bethel (TWP)
State Route: 78
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: I-78, I-176, and various locations, Berks County
Project Description: This project funds an operator working in the Traffic Operations Center in District 5-0. The operator monitors cameras, message boards and radio systems along I-78, I-176, US Route 222 and US Route 422 in Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$125	$75	$125	$75	$400	$400
	Federal:	$125	$75	$125	$75	$400	$400
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$125	$75	$125	$75	$400	$400
Total FFY 2027-2038 Cost		**$1,200**					

PennDOT Project Id: 91908
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: North Third Street over Tulpehocken Creek
Municipality: Heidelberg (TWP)
State Route: 419
Estimated Construction Bid Date: 1/14/2027
Actual Construction Bid Date:
Location: PA 419 over Tulpehocken Creek
Heidelberg & Marion Townships
Berks County
Project Description: This project involves the bridge replacement of State Route 419 (North Third Street) over Tulpehocken Creek including addition of shoulders to the structure that are currently non-existent in Heidelberg and Marion Townships, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$900	$2,005	$3,250	$117	$0	$0
Construction	185	$225	$501	$813	$29	$0	$0
	Federal:	$900	$2005	$3250	$117	$0	$0
	State:	$225	$501	$813	$29	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,125	$2,506	$4,063	$146	$0	$0
Total FFY 2027-2038 Cost		**$7,840**					

PennDOT Project Id: 91976
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: PA183 o'r Little Northkill Ck & Trib to LNorthkill
Municipality: Upper Tulpehocken (TWP)
State Route: 183
Estimated Construction Bid Date: 4/1/2028
Actual Construction Bid Date:
Location: PA 183 over Little Northkill Creek & Trib to Little Northkill Creek
Upper Tulpehocken Township
Berks County
Project Description: Bridge Rehabilitation/Replacements of PA 183 (Bernville Road) over Little Northkill Creek & Trib to Northkill Creek in Upper Tulpehocken Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	185	$350	$371	$0	$0	$0	$0
Utility	185	$0	$11	$0	$0	$0	$0
Right of Way	BRIP	$35	$23	$0	$0	$0	$0
Right of Way	185	$9	$6	$0	$0	$0	$0
Construction	BRIP	$0	$550	$550	$597	$0	$0
Construction	185	$0	$138	$138	$149	$0	$0
	Federal:	$35	$573	$550	$597	$0	$0
	State:	$359	$526	$138	$149	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$394	$1,099	$688	$746	$0	$0
Total FFY 2027-2038 Cost		**$2,927**					

PennDOT Project Id: 91995
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: Centre Avenue over Norfolk Southern RR
Municipality: Reading (CITY)
State Route: 2087
Estimated Construction Bid Date: 7/11/2030
Actual Construction Bid Date:
Location: SR 2087 over Norfolk Southern Railroad
City of Reading
Berks County
Project Description: This project involves the replacement / rehabilitation of the bridge that carries SR 2087 (Centre Avenue) over Norfolk Southern Railroad in the City of Reading, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$0	$0	$0	$2,000	$7,004	$0
Construction	185	$0	$0	$0	$500	$1,751	$0
Final Design	NHPP	$0	$300	$337	$0	$0	$0
Final Design	185	$0	$75	$84	$0	$0	$0
Utility	NHPP	$0	$0	$44	$0	$0	$0
Utility	185	$0	$0	$11	$0	$0	$0
Right of Way	NHPP	$0	$206	$6	$0	$0	$0
Right of Way	185	$0	$52	$2	$0	$0	$0
	Federal:	$0	$506	$387	$2000	$7004	$0
	State:	$0	$127	$97	$500	$1751	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$633	$484	$2,500	$8,755	$0
Total FFY 2027-2038 Cost		**$12,372**					

PennDOT Project Id: 92070
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Penn Avenue over Cacoosing Creek
Municipality: Sinking Spring (BORO)
State Route: 422
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: SR 422 (PennAve) over Cacoosing Creek
Sinking Spring Borough
Berks County
Project Description: Bridge rehabilitation or replacement of State Route 422 (Penn Avenue) over Cacoosing Creek in Sinking Spring Borough, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$1,000	$1,000	$1,090	$0	$0	$0
Construction	185	$250	$250	$273	$0	$0	$0
	Federal:	$1000	$1000	$1090	$0	$0	$0
	State:	$250	$250	$273	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,250	$1,250	$1,363	$0	$0	$0
Total FFY 2027-2038 Cost		**$3,863**					

PennDOT Project Id: 93626
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: 5th St Bridge over PA Route 12
Municipality: Muhlenberg (TWP)
State Route: 2005
Estimated Construction Bid Date: 4/1/2029
Actual Construction Bid Date:
Location: SR 2005 (5th Street) over SR 12
Muhlenberg Township
Berks County
Project Description: This project involves the bridge rehabilitation / replacement of State Route 2005 (5th Street) over State Route 12 (Warren Street Bypass) in Muhlenberg Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BRIP	$0	$188	$0	$0	$0	$0
Preliminary Engineering	STU	$0	$100	$0	$0	$0	$0
Preliminary Engineering	185	$0	$47	$0	$0	$0	$0
Construction	BRIP	$0	$0	$0	$1,000	$272	$0
Construction	STU	$0	$0	$0	$429	$1,000	$0
Construction	185	$0	$0	$0	$357	$318	$0
	Federal:	$0	$288	$0	$1429	$1272	$0
	State:	$0	$47	$0	$357	$318	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$335	$0	$1,786	$1,590	$0
Total FFY 2027-2038 Cost		**$3,711**					

PennDOT Project Id: 94290
Project Administrator: PennDOT
Improvement Type: Replace/Rehab
Municipality: Marion (TWP)
Estimated Construction Bid Date: 7/29/2027
Actual Construction Bid Date:
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Title: Charming Forge over Mill Race Creek
State Route: 3037
Location: SR 3037 (Charming Forge Road) over Mill Race Creek, Marion Township, Berks County
Project Description: This project involves the bridge rehabilitation / replacement of State Route 3037 (Charming Forge Road) over Mill Race Creek in Marion Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BOF	$48	$0	$0	$0	$0	$0
Utility	185	$12	$0	$0	$0	$0	$0
Construction	BOF	$1,236	$0	$0	$0	$0	$0
	Federal:	$1284	$0	$0	$0	$0	$0
	State:	$12	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,296	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,296**					

PennDOT Project Id: 94900
Project Administrator: PennDOT
Improvement Type: Traffic System Management
Municipality: Wyomissing (BORO)
Estimated Construction Bid Date: 11/1/2018
Actual Construction Bid Date: 11/1/2018
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S7 - Traf contl devc & oper assist - nonsignalization
Title: Freeway Service Patrol
State Route: 422
Location: SR 422, US 222 and PA 12

City of Reading, West Reading Borough, Wyomissing Borough, and the townships of Muhlenberg, Cumru, Exeter, Bern, Maiden Creek, Ontelaunee, and Spring

Berks County

Project Description: This project funds the freeway service patrol on US Route 422, US Route 222 and PA 12 in the urban area in Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	$237	$244	$251	$259	$1,116	$1,200
	Federal:	$237	$244	$251	$259	$1116	$1200
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$237	$244	$251	$259	$1,116	$1,200
Total FFY 2027-2038 Cost		**$3,307**					

PennDOT Project Id: 95399
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn
Improvement Type: Environmental Mitigation
Title: Environmental Impacts Resolution LI
Municipality: Kutztown (BORO)
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Various sites within Berks County
Project Description: This project includes regional set-asides for monitoring, maintenance, and repairs of constructed wetlands. Meeting MS4 requirements of the EPA (Environmental Protection Agency) on approved highway and bridge projects from past and current Transportation Improvement Programs as well as identifying potential sites for environmental mitigation requirements in Berks County will be completed.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	$203	$203	$203	$203	$812	$203
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$203	$203	$203	$203	$812	$203
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$203	$203	$203	$203	$812	$203
Total FFY 2027-2038 Cost		**$1,827**					

PennDOT Project Id: 96373
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Restoration
Title: PA 61 Restoration Phase 1
Municipality: Tilden (TWP)
State Route: 61
Estimated Construction Bid Date: 10/24/2024
Actual Construction Bid Date: 10/24/2024
Location: PA 61 from approximately 1700 feet south of Cabela Drive to south end of the bridge over the Reading Blue Mountain & Northern RR and Schuylkill River
Tilden Township
Berks County
Project Description: This project involves the highway restoration of State Route 61 from approximately 1700 feet south of Cabela Drive in Tilden Township, Berks County north to south end of the bridge over the Reading Blue Mountain & Northern Railroad (RR) and Schuylkill River with maintenance, protection and traffic extending into Port Clinton Borough, Schuylkill County. Bridge preservation activities -- to include minor deck repairs and application of a waterproofing membrane -- will occur on the structure over Bartram Trail.

Installation of a median barrier from the Walmart entrance at Lowland Road to a point approximately 0.4 miles north under MPMS #109337 is intended to be let with this project contract.
Air Quality Description: MPO staff confirms that there is no additional capacity being added. This project is restoring existing concrete and bridge and replacing mountable median with concrete barriers.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$52	$0	$0	$0	$0	$0
Construction	581	$13	$0	$0	$0	$0	$0
	Federal:	$52	$0	$0	$0	$0	$0
	State:	$13	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$65	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$65**					

PennDOT Project Id: 97234 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen **Title:** 222 Kutztown Bypass to Lehigh County Line

Municipality: Maxatawny (TWP) **State Route:** 222

Estimated Construction Bid Date: 4/1/2036

Actual Construction Bid Date:

Location: SR 222 from Kutztown Bypass northward to the Berks/Lehigh County Line
Maxatawny Township
Berks County

Project Description: This project involves the preliminary engineering phase for widening to two lanes in both directions of US Route 222 for 3.81 miles from the US Route 222 Kutztown Bypass nor to Kutztown Road at the Berks/Lehigh County Line in Maxatawny Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	NHPP	$0	$0	$0	$0	$0	$4,802
Preliminary Engineering	581	$0	$0	$0	$0	$0	$1,200
	Federal:	$0	$0	$0	$0	$0	$4802
	State:	$0	$0	$0	$0	$0	$1200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$0	$6,002
Total FFY 2027-2038 Cost		**$6,002**					

PennDOT Project Id: 97258 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S9 - Guardrails, median barriers, crash cushions

Improvement Type: Guiderail Improvement **Title:** SR 61 Med Barrier - Perry Wind

Municipality: Perry (TWP) **State Route:** 61

Estimated Construction Bid Date: 8/12/2027

Actual Construction Bid Date:

Location: SR 61 - Perry, Windsor Townships and Hamburg Borough
Zion Church Road in Perry Township to 4th Street in Hamburg Borough

Project Description: This project involves the installation of a median barrier and pavement markings on State Route 61 anticipated to be from Zion's Church Road to 4th Street in conjunction with th SR 61 Restoration phase 2B (MPMS #10867) in Perry and Windsor Townships and Hamburg Borough, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$350	$100	$96	$0	$0	$0
	Federal:	$350	$100	$96	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$350	$100	$96	$0	$0	$0
Total FFY 2027-2038 Cost		**$546**					

PennDOT Project Id: 97417
Project Administrator: PennDOT
Improvement Type: Miscellaneous
Municipality: Reading (CITY)
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Various locations in Berks County

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Title: Construction Assistance
State Route: 0

Project Description: State funding for consultant assistance during the construction phase of general maintenance projects at various locations in Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$50	$50	$50	$50	$200	$200
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$50	$50	$50	$200	$200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 97838
Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Cumru (TWP)
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Various locations in Berks

New To Planned TIP:

Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Title: Construction Assistance
State Route: 0

Project Description: This project provides consultant assistance for inspection and/or oversight of approved Transportation Improvement Program construction projects eligible for federal funding, including highway, bridge and transportation alternative projects in Berks County within the MPO region.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	$50	$50	$50	$50	$200	$200
	Federal:	$50	$50	$50	$50	$200	$200
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 102189
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: NRS - "Not Rgnlly Significant" - do not fit exempt ctgry
Improvement Type: Restoration
Title: RATS Hwy & Bridge Reserve
Municipality: Reading (CITY)
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County

Project Description: This Highway & Bridge Reserve Line Item was created to provide extra funding where needed for projects in Berks County that qualify for the following fund types:

NHPP (National Highway Performance Program) - These projects provide support for the condition and performance of the National Highway System.
STP (Surface Transportation Program) - This is a formula-based distribution based on the region's bridge and highway needs on federal aid routes not on the National Highway System.
BOF - This funding is reserved for federal aid bridges not on the National Highway System.
581 - This is state funding for state-owned roadways and bridges.
185 - This is state funding for state-owned bridges.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	$403	$112	$266	$754	$2,959	$12,524
Construction	BRIP	$39	$246	$309	$306	$13,490	$29,620
Construction	NHPP	$141	$21	$29	$149	$1,911	$147
Construction	STP	$0	$0	$1	$0	$2,612	$297
Construction	185	$41	$34	$23	$315	$14,817	$25,026
Construction	581	$0	$0	$0	$7	$2,173	$24,745
	Federal:	$583	$379	$605	$1209	$20972	$42588
	State:	$41	$34	$23	$322	$16990	$49771
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$624	$413	$628	$1,531	$37,962	$92,359
Total FFY 2027-2038 Cost		**$133,517**					

PennDOT Project Id: 102763
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: X5 - Engr to assess effects of actn or alts to the actn
Improvement Type: Miscellaneous
Title: RATS Traffic Review Assistance
Municipality:
State Route: 0
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Berks County

Project Description: This project funds consultant assistance in the traffic unit during the construction phases of general maintenance projects at various locations in Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	$50	$50	$50	$50	$200	$200
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$50	$50	$50	$200	$200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 103882 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Bridge Replacement **Title:** Eagle Road Bridge over Moselem Creek

Municipality: Richmond (TWP) **State Route:** 7232

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Eagle Road Bridge over Moselem Creek
Richmond Township
Berks County

Project Description: This project involves the replacement of a Berks County owned bridge (#63B Moselem Springs) on Eagle Road (T-607) over Moselem Creek in Richmond Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	$1,000	$850	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$1000	$850	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,000	$850	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,850**					

PennDOT Project Id: 103908 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Bridge Rehabilitation **Title:** Swamp Creek Road Bridge

Municipality: Colebrookdale (TWP) **State Route:** 7101

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Swamp Creek Road over West Branch of Swamp Creek
Colebrookdale Township
Berks County

Project Description: This project involves the rehabilitation or replacement of a Berks County owned bridge (#40A Deyshers) on Swamp Creek Road over the West Branch of Swamp Creek in Colebrookdale Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	$600	$200	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$600	$200	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$600	$200	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$800**					

PennDOT Project Id: 105954 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement **Title:** State Hill Rd from Colony Dr. to SR 222 SB Ramps

Municipality: Wyomissing (BORO) **State Route:** 3023

Estimated Construction Bid Date: 5/11/2028

Actual Construction Bid Date:

Location: SR 3023 (State Hilll Road) between the State Route 222 southbound on-ramp and Colony Drive in Wyomissing Borough, Berks County.

Project Description: Corridor safety improvements along State Route 3023 (State Hill Road) between the State Route 222 southbound on-ramp and Colony Drive in Wyomissing Borough. Improvements to be considered include widening, access management, roundabout(s), traffic signal updates and coordination.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	$0	$0	$0	$0	$3,000	$0
Construction	STP	$0	$0	$3,000	$3,000	$7,335	$0
Construction	581	$0	$0	$750	$750	$1,834	$0
	Federal:	$0	$0	$3000	$3000	$10335	$0
	State:	$0	$0	$750	$750	$1834	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$3,750	$3,750	$12,169	$0
Total FFY 2027-2038 Cost		**$19,669**					

PennDOT Project Id: 105963 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Relocation/Realignment **Title:** Route 662 and Oley Turnpike Intersection

Municipality: Oley (TWP) **State Route:** 662

Estimated Construction Bid Date: 2/17/2028

Actual Construction Bid Date:

Location: Intersection of SR 662 (Memorial Highway) and SR 2020 (Oley Turnpike Road) in Oley Township, Berks County

Project Description: Construct a roundabout at the intersection of State Route 622 (Memorial Highway) and State Route 2020 (Oley Turnpike Road).

Air Quality Description: Ranked #2 intersection within the Berks County Roundabout Alternative intersection at sites of frequent crashes.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	$0	$100	$2,200	$2,315	$0	$0
Utility	HSIP	$0	$61	$0	$0	$0	$0
	Federal:	$0	$161	$2200	$2315	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$161	$2,200	$2,315	$0	$0
Total FFY 2027-2038 Cost		**$4,676**					

PennDOT Project Id: 109222
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: R4 - Changes in vertical and horizontal alignment
Improvement Type: Safety Improvement
Title: SR 73 and 1005 Intersection Improvement
Municipality: Maiden Creek (TWP)
State Route: 73
Estimated Construction Bid Date: 4/1/2029
Actual Construction Bid Date:
Location: Maiden Creek Twp, Berks County, SR 0073 (Lake Shore Drive) and SR 1005 (Calcium Road)
Project Description: This project involves safety improvements to the intersection of State Route 73 (Lake Shore Drive) and State Route 1005 (Calcium Road) to address the skewed "T" intersection.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	STP	$40	$40	$36	$0	$0	$0
Final Design	581	$10	$10	$9	$0	$0	$0
Utility	STP	$0	$8	$0	$0	$0	$0
Utility	581	$0	$2	$0	$0	$0	$0
Right of Way	STP	$0	$14	$0	$0	$0	$0
Right of Way	581	$0	$4	$0	$0	$0	$0
Construction	STP	$0	$0	$0	$0	$2,182	$0
Construction	STU	$0	$0	$0	$0	$600	$0
Construction	581	$0	$0	$0	$0	$696	$0
	Federal:	$40	$62	$36	$0	$2782	$0
	State:	$10	$16	$9	$0	$696	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$78	$45	$0	$3,478	$0
Total FFY 2027-2038 Cost		**$3,651**					

PennDOT Project Id: 109894
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Rehabilitation
Title: SR 61 Bridge Rehabilitation
Municipality: Hamburg (BORO)
State Route: 61
Estimated Construction Bid Date: 9/14/2023
Actual Construction Bid Date: 9/14/2023
Location: SR 61 over State Street (SR 4028), Schuylkill River, & Reading Blue Mountain and Northern RR
Borough of Hamburg / Tilden Township
Berks County
Project Description: This project involves the rehabilitation of the bridge on State Route 61 over State Route 4028 (West State Street), the Schuylkill River and Reading Northern Railroad in the Borough of Hamburg and Tilden Township, Berks County. This project to be let under MPMS 10328 (PA 61 Restoration-Phase 2A).
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$41	$0	$0	$0	$0	$0
Construction	581	$10	$0	$0	$0	$0	$0
	Federal:	$41	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$51	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$51**					

PennDOT Project Id: 110008 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Widen **Title:** 222 Auxiliary Lane-Wyomissing "Hard Shoulder"

Municipality: Wyomissing (BORO) **State Route:** 222

Estimated Construction Bid Date: 9/30/2027

Actual Construction Bid Date:

Location: 222 Southbound between the Berkshire Boulevard overpass and Paper Mill Road Interchange, Wyomissing Borough, Berks County.

Project Description: This project involves the addition of an auxiliary lane along US Route 222 Southbound between the Berkshire Boulevard overpass and Paper Mill Road Interchange in Wyomissi Borough, Berks County. The project also includes concrete patching, asphalt overlay (including portions of the associated ramps), preventative maintenance to the bridge spannir Crossing Drive in both directions (superstructure and substructure repairs), retaining wall rehabilitation work, and overhead sign upgrades.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$1,000	$500	$1,000	$512	$0	$0
Construction	STP	$2,000	$2,000	$0	$700	$0	$0
Construction	STU	$0	$1,000	$1,000	$1,000	$0	$0
Construction	581	$750	$875	$500	$128	$0	$0
Utility	NHPP	$21	$0	$0	$0	$0	$0
Utility	581	$5	$0	$0	$0	$0	$0
	Federal:	$3021	$3500	$2000	$2212	$0	$0
	State:	$755	$875	$500	$128	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$3,776	$4,375	$2,500	$2,340	$0	$0
Total FFY 2027-2038 Cost		**$12,991**					

PennDOT Project Id: 110011 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Replace/Rehab **Title:** Berks Box Culvert Bundle

Municipality: **State Route:** 2032

Estimated Construction Bid Date: 5/7/2026

Actual Construction Bid Date:

Location: Box Culvert Bundle
Berks County

Project Description: This project involves the replacement of box culverts at various locations in Berks County. The structures in the bundle are State Route 1035 (Valley Road) over Toad Creek and State Route 2032 (Race Street) over a Tributary to West Swamp Creek. These structures are subject to change.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	$10	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$10**					

PennDOT Project Id: 110012
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S2 - Hazard elimination program
Improvement Type: Safety Improvement
Title: 724 Fence Barrier
Municipality: Cumru (TWP)
State Route: 724
Estimated Construction Bid Date: 4/1/2029
Actual Construction Bid Date:
Location: SR 724 (Philadelphia Avenue) from Valley Stream Road to Kennel Road
Cumru Township
Berks County
Project Description: This project involves the upgrade of the existing concrete barrier and fence system to better withstand the debris and rocks that fall down the slope on SR 724 (Philadelphia Avenue) from Valley Stream Road to Kennel Road in Cumru Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$0	$0	$0	$1,739	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$1739	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$1,739	$0
Total FFY 2027-2038 Cost		**$1,739**					

PennDOT Project Id: 110013
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: SR 4040 (Old Route 22) Bridge Bundle
Municipality: Upper Tulpehocken (TWP)
State Route: 4040
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: SR 4040 Bridge Bundle
SR 4040 (Old Route 22)
Berks County
Project Description: This project involves the bridge replacement of a bundle of six bridges on State Route 4040 (Old Route 22) in Bethel and Upper Tulpehocken Townships, Berks County. Structure included in this bundle are bridges that carry SR 4040 over Birch Creek, SR 4040 over Little Northkill Creek, SR 4040 over Cabin Creek, SR 4040 over Mollhead Creek, SR 404 over a Tributary to Mollhead Creek, and SR 4040 over Northkill Creek.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	$1,000	$1,700	$300	$1,542	$0	$0
Construction	581	$250	$425	$75	$385	$0	$0
	Federal:	$1000	$1700	$300	$1542	$0	$0
	State:	$250	$425	$75	$385	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,250	$2,125	$375	$1,927	$0	$0
Total FFY 2027-2038 Cost		**$5,677**					

PennDOT Project Id: 110014
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Rehrersburg Road over Trib Mill Creek
Municipality: Tulpehocken (TWP)
State Route: 419
Estimated Construction Bid Date: 12/10/2026
Actual Construction Bid Date:
Location: SR 419 (Rehrersburg Road) over Tributary to Mill Creek
Tulpehocken Township
Berks County
Project Description: Bridge replacement of State Route 419 over Tributary to Mill Creek in Tulpehocken Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BRIP	$1	$0	$0	$0	$0	$0
Utility	581	$0	$0	$0	$0	$0	$0
Right of Way	BRIP	$32	$0	$0	$0	$0	$0
Right of Way	581	$8	$0	$0	$0	$0	$0
Construction	BRIP	$700	$1,113	$0	$0	$0	$0
Construction	581	$175	$278	$0	$0	$0	$0
	Federal:	$733	$1113	$0	$0	$0	$0
	State:	$183	$278	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$916	$1,391	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$2,307**					

PennDOT Project Id: 110016
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Lancaster Ave over Swatara Creek
Municipality:
State Route: 501
Estimated Construction Bid Date: 9/17/2026
Actual Construction Bid Date:
Location: SR 501 over Swatara Creek
Bethel Township
Berks County
Project Description: Bridge Replacement of State Route 501 (Lancaster Avenue) over Swatara Creek in Bethel Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	BRIP	$12	$0	$0	$0	$0	$0
Utility	185	$3	$0	$0	$0	$0	$0
Construction	BRIP	$900	$61	$0	$0	$0	$0
Construction	185	$225	$15	$0	$0	$0	$0
	Federal:	$912	$61	$0	$0	$0	$0
	State:	$228	$15	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,140	$76	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,216**					

PennDOT Project Id: 110075 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Existing Signal Improvement **Title:** SR 422 Ben Franklin Congested Corridor

Municipality: Amity (TWP) **State Route:** 422

Estimated Construction Bid Date: 3/11/2027

Actual Construction Bid Date:

Location: SR 422 Ben Franklin Highway
Amity & Exeter Townships
Berks County

Project Description: Upgrade of 8 signalized intersections to be more traffic responsive to improve traffic flow between SR 2025 (Monocacy Creek Road) and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity Township, Berks County.

Air Quality Description: Upgrade of 13 signalized intersections to be more traffic responsive to improve traffic flow between Pineland Road and River Bridge Road on SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships, Berks County.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$1,000	$200	$812	$0	$0	$0
Construction	CRP	$0	$0	$201	$0	$0	$0
Construction	CRPU	$61	$61	$561	$0	$0	$0
Construction	NHPP	$400	$0	$0	$0	$0	$0
Construction	581	$365	$65	$394	$0	$0	$0
	Federal:	$1461	$261	$1574	$0	$0	$0
	State:	$365	$65	$394	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,826	$326	$1,968	$0	$0	$0
Total FFY 2027-2038 Cost		**$4,120**					

PennDOT Project Id: 110078 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Replace/Rehab **Title:** SR 4040 (Old Route 22) over Trib to Northkill Crk

Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 (Old Route 22) over Northkill Creek
Upper Tulpehocken Township
Berks County

Project Description: This project involves the bridge rehabilitation / replacement of State Route 4040 (Old Route 22) over Northkill Creek in Upper Tulpehocken Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$500	$500	$500	$725	$0	$0
Construction	185	$125	$125	$125	$181	$0	$0
	Federal:	$500	$500	$500	$725	$0	$0
	State:	$125	$125	$125	$181	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$625	$625	$625	$906	$0	$0
Total FFY 2027-2038 Cost		**$2,781**					

PennDOT Project Id: 110079
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Removal
Title: Penn Street over Maiden Creek
Municipality: Lenhartsville (BORO)
State Route: 7412
Estimated Construction Bid Date: 4/1/2033
Actual Construction Bid Date:
Location: Penn Street over Maiden Creek
Lenhartsville Borough
Berks County
Project Description: Bridge removal of municipal owned structure that carries Penn Street over Maiden Creek in Lenhartsville Borough, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	$150	$159	$0	$0	$0	$0
Final Design	BOF	$0	$60	$46	$0	$0	$0
Utility	BOF	$0	$0	$29	$0	$0	$0
Right of Way	BOF	$0	$25	$28	$0	$0	$0
Construction	BOF	$0	$0	$1,093	$0	$0	$0
	Federal:	$150	$244	$1196	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$150	$244	$1,196	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,590**					

PennDOT Project Id: 110088
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: High Boulevard Bridge
Municipality: Cumru (TWP)
State Route: 7103
Estimated Construction Bid Date: 4/1/2027
Actual Construction Bid Date:
Location: High Boulevard Bridge over Angelica Creek
Cumru Township
Berks County
Project Description: Bridge rehabilitation / replacement of municipal owned High Boulevard Bridge over Angelica Creek in Cumru Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	BOF	$250	$162	$0	$0	$0	$0
Final Design	BOF	$0	$0	$100	$119	$0	$0
Utility	BOF	$0	$0	$0	$0	$12	$0
Right of Way	BOF	$0	$0	$22	$0	$0	$0
Construction	BOF	$0	$0	$0	$0	$2,388	$0
	Federal:	$250	$162	$122	$119	$2400	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$250	$162	$122	$119	$2,400	$0
Total FFY 2027-2038 Cost		**$3,053**					

PennDOT Project Id: 110189
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: Old Rte 22 Ovr Birch Creek
Municipality: Upper Tulpehocken (TWP)
State Route: 4040
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: Old Rte 22 over Birch Creek, Upper Tulpehocken Township, Berks County
Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Birch Creek in Upper Tulpehocke Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehab Bundle, MPMS #110013. There is another bridge that travels over Birch Creek which is being dealt with under MPMS #110191.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 110191
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: SR 4040 (Old Route 22) over Birch Creek
Municipality: Upper Tulpehocken (TWP)
State Route: 4040
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: SR 4040 over Birch Creek
Upper Tulpehock Twp.
Berks County
Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Birch Creek in Upper Tulpehocke Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013 There is another bridge that travels over Birch Creek which is being dealt with under MPMS #110189.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 110192 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Replace/Rehab **Title:** SR 4040 ovr Trib Little Northkill Crk

Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Trib to Little Northkill Creek
Upper Tulpehocken
Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over a Tributary of Little Northkill Cre in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 110193 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Replace/Rehab **Title:** SR 4040 over Mollhead Creek

Municipality: Upper Tulpehocken (TWP) **State Route:** 4040

Estimated Construction Bid Date: 2/25/2027

Actual Construction Bid Date:

Location: SR 4040 over Mollhead Creek, Upper Tulpehocken, Berks County

Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over Mollhead Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle, MPMS #110013.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 110194
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Replace/Rehab
Title: SR 4040 ovr Trib Mollhead Crk
Municipality: Upper Tulpehocken (TWP)
State Route: 4040
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: SR 4040 over Tributary to Mollhead Creek
Upper Tulpehocken
Berks County
Project Description: This project includes the Utility and Right of Way phases for the rehabilitation/replacement of the State Route 4040 (Old Route 22) bridge over a Tributary to Mollhead Creek in Upper Tulpehocken Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehab Bundle, MPMS #110013.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 110318
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: R1 - Intersection channelization projects
Improvement Type: Intersection Improvement
Title: SR 12 Alsace Manor Int Impvmnts
Municipality: Alsace (TWP)
State Route: 12
Estimated Construction Bid Date: 10/22/2026
Actual Construction Bid Date:
Location: State Route 12 (Pricetown Road)
Project Description: The safety project improvements along State Route 12 (Pricetown Road) include utility relocations, shoulder widening and adding a center two-way left turn lane between the nor signalized intersections of Antietam Road (SR 2029) and Mount Laurel Road (SR 1004) including the intersection of SR 12 and Woodside Avenue, and installing a traffic signal a Antietam Road in Alsace Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	$4,635	$0	$0	$0	$0	$0
	Federal:	$4635	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$4,635	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$4,635**					

PennDOT Project Id: 111811
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: SR 4040 Northkill Creek UBT
Municipality: Upper Bern (TWP)
State Route: 4040
Estimated Construction Bid Date: 2/25/2027
Actual Construction Bid Date:
Location: SR 4040 over Northkill Creek
Upper Bern Township
Berks County
Project Description: This project includes the Utility and Right of Way phases for the replacement of the State Route 4040 (Old Route 22) bridge over Northkill Creek in Upper Bern Township, Berks County. Preliminary Engineering, Final Design and Construction phases are being completed under the SR 4040 Bridge Rehabilitation Bundle (MPMS #110013). There is anoth bridge that travels over Northkill Creek which is being dealt with under MPMS #110078.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	185	$41	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$41	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$41	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$41**					

PennDOT Project Id: 113325
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: R1 - Intersection channelization projects
Improvement Type: Intersection Improvement
Title: Hamburg Traffic Improvements
Municipality: Hamburg (BORO)
State Route: 4028
Estimated Construction Bid Date: 4/1/2033
Actual Construction Bid Date:
Location: SR 4028 and SR 4035
Borough of Hamburg
Berks County
Project Description: This project will involve intersection and roadway improvements on State Street (SR 4028) and Fourth Street (SR 4035), which may include additional turn lanes, intersection control upgrades, traffic signal modifications, pedestrian improvements, and signing and pavement marking improvements, within the Borough of Hamburg, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	$0	$0	$600	$600	$548	$0
Construction	581	$0	$0	$150	$150	$137	$0
Final Design	STU	$80	$80	$87	$0	$0	$0
Final Design	581	$20	$20	$22	$0	$0	$0
Utility	STU	$0	$0	$44	$0	$0	$0
Utility	581	$0	$0	$11	$0	$0	$0
Right of Way	STU	$10	$20	$11	$0	$0	$0
Right of Way	581	$3	$5	$3	$0	$0	$0
	Federal:	$90	$100	$742	$600	$548	$0
	State:	$23	$25	$186	$150	$137	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$113	$125	$928	$750	$685	$0
Total FFY 2027-2038 Cost		**$2,601**					

PennDOT Project Id: 113821
Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Lower Alsace (TWP)
Estimated Construction Bid Date:
Actual Construction Bid Date:
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Title: Antietem Rd Resurf-SR 562 to Carsonia
State Route: 2025
Location: SR 2025 (Spies Church Rd/Antietam Rd) from SR 562(Boyertown Pike) to Carsonia Avenue , Amity, Exeter, Oley Alsace, and Lower Alsace Townships
Project Description: This project provides for the resurfacing of SR 2025 (Spies Church Road /Antietam Road) from SR 562 (Boyertown Pike) to Carsonia Avenue in Amity, Exeter, Oley, Alsace, and Lower Alsace Townships.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$0	$0	$0	$1,194	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$1194	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$1,194	$0
Total FFY 2027-2038 Cost		**$1,194**					

PennDOT Project Id: 113825
Project Administrator: PennDOT
Improvement Type: Resurface
Municipality: Amity (TWP)
Estimated Construction Bid Date:
Actual Construction Bid Date:
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Title: Limekiln Road Resurface SR 562 to US 422 WB Ramps
State Route: 2025
Location: SR 2025 (Limekiln Road) from SR 562 (Boyertown Pike) to the 422 WB ramps
Amity Township
Project Description: This project provides for the resurfacing of Limekiln Road, State Route 2025, from State Route 562 (Boyertown Pike) to the US 422 westbound ramps in Amity Township.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$300	$337	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$300	$337	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$300	$337	$0	$0	$0
Total FFY 2027-2038 Cost		**$637**					

PennDOT Project Id: 113841
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Resurface
Title: SR 3055 (Mull Avenue/Van Reed Road) Resurface
Municipality: Sinking Spring (BORO)
State Route: 3055
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: SR 3055 (Mull Avenue/Van Reed Road) from East Penn Avenue to State Hill Road in Sinking Spring Borough and Spring Township
Project Description: This project will resurface Mull Avenue/Van Reed Road from East Penn Avenue to State Hill Road in Sinking Spring Borough and Spring Township.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STU	$0	$0	$0	$0	$1,976	$0
	Federal:	$0	$0	$0	$0	$1976	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$1,976	$0
Total FFY 2027-2038 Cost		**$1,976**					

PennDOT Project Id: 114108
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Restoration
Title: SR 222 Warren Street NB Auxiliary Lane
Municipality: Wyomissing (BORO)
State Route: 222
Estimated Construction Bid Date: 4/1/2027
Actual Construction Bid Date:
Location: Northbound SR 222 from State Hill Road entrance ramp to the exit ramp to Eastbound SR 422
Wyomissing Borough
Berks County
Project Description: This project involves the creation of a northbound auxiliary lane from the entrance ramp of the State Hill Road interchange to the SR 422 eastbound exit ramp. The additional lan will be created through a combination of minor widening , existing shoulder conversion, minor cross slope adjustments and rechannelization of existing lane configuration. Proje also includes concrete patching, bituminous overlay (including Paper Mill Rd ramps).
Air Quality Description: Connectivity between on and off ramps for reduction of weave points at State Hill Road, Crossing Drive , 222 Northbound and EB 422 Exit Ramp.
Not tying into mainline flow of traffic. Per 11/30/21 discussion it is more about operational verses capacity improvement and the interchange improvements.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$0	$0	$0	$0	$0	$9,269
Construction	581	$0	$0	$0	$0	$0	$2,317
	Federal:	$0	$0	$0	$0	$0	$9269
	State:	$0	$0	$0	$0	$0	$2317
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$0	$11,586
Total FFY 2027-2038 Cost		**$11,586**					

PennDOT Project Id: 114378
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Preservation Activities
Title: RATS Bridge Preservation #9
Municipality: Ruscombmanor (TWP)
State Route: 662
Estimated Construction Bid Date: 8/24/2023
Actual Construction Bid Date: 8/24/2023
Location: Various Sites - subject to change based upon ongoing bridge inspections
Various Municipalities - Albany Twp., Tulpehocken Twp.
Berks County
Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	$10	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$10	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$10**					

PennDOT Project Id: 114392
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Berks Box Culvert Bundle #2
Municipality: Bally (BORO)
State Route: 100
Estimated Construction Bid Date: 4/1/2027
Actual Construction Bid Date:
Location: Various Locations, Berks County
Project Description: This project involves the rehabilitation / replacement of box culverts at various locations in Berks County. The bridges included in the bundle are subject to change.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	$40	$1,248	$0	$0	$0	$0
Construction	185	$0	$0	$0	$0	$2,087	$0
Final Design	185	$0	$0	$200	$237	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$40	$1248	$200	$237	$2087	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$40	$1,248	$200	$237	$2,087	$0
Total FFY 2027-2038 Cost		**$3,812**					

PennDOT Project Id: 114408
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: SR 143 Over unnamed trib to Maiden Creek
Municipality: Albany (TWP)
State Route: 143
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: PA 143 over unnamed Tributary to Maiden Creek, Albany Township, Berks County
Project Description: This project involves the bridge replacement on PA 143 over unnamed Tributary to Maiden Creek (Kistler Creek is nearby) in Albany Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	$0	$0	$0	$0	$553	$0
Final Design	STP	$0	$0	$0	$0	$0	$104
Final Design	185	$0	$0	$0	$0	$0	$26
Utility	STP	$0	$0	$0	$0	$0	$5
Utility	185	$0	$0	$0	$0	$0	$1
Right of Way	STP	$0	$0	$0	$0	$0	$10
Right of Way	185	$0	$0	$0	$0	$0	$3
Construction	STP	$0	$0	$0	$0	$0	$418
Construction	185	$0	$0	$0	$0	$0	$104
	Federal:	$0	$0	$0	$0	$0	$537
	State:	$0	$0	$0	$0	$553	$134
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$553	$671
Total FFY 2027-2038 Cost		**$1,224**					

PennDOT Project Id: 114439
New To Planned TIP:
Air Quality Status: Significant: Included in regional conformity analysis
Project Administrator: PennDOT
Improvement Type: Reconstruct
Title: West Shore Bypass - Phase 1
Municipality: Cumru (TWP)
State Route: 422
Estimated Construction Bid Date: 7/13/2028
Actual Construction Bid Date:
Location: West Shore Bypass from Buttonwood Street overpass in West Reading to Schuylkill River Bridge east of I-176 in Exeter Township, Berks County.
Project Description: This project involves highway reconstruction/widening of US Route 422 (the West Shore Bypass) including complete reconstruction to six lanes beginning at Buttonwood Street overpass in West Reading through the Lancaster Avenue interchange in the City of Reading. This reconstruction includes reconfiguration of the Penn Street/Penn Avenue interchange and the Lancaster Avenue interchange, reconstruction of the Bingaman Street Bridge and associated bicycle and pedestrian connections. The project also includes replacement of the Schuylkill River Bridge and 422 over Norfolk Southern Railroad bridges west of the Interstate 176 interchange, including reconstruction of the I-176 N to US 422 W on-ramp in Cumru Township, Berks County.
PE phase was completed under MPMS #72814.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	NHPP	$0	$0	$0	$400	$19,700	$12,421
Construction	STP	$0	$25,000	$25,000	$25,000	$133,800	$60,239
Construction	STU	$0	$0	$0	$2,500	$15,900	$18,000
Construction	581	$0	$15,000	$15,000	$15,000	$32,310	$7,180
Utility	NHPP	$3,000	$2,933	$0	$0	$0	$0
Utility	581	$750	$733	$0	$0	$0	$0
	Federal:	$3000	$27933	$25000	$27900	$169400	$90660
	State:	$750	$15733	$15000	$15000	$32310	$7180
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$3,750	$43,666	$40,000	$42,900	$201,710	$97,840
Total FFY 2027-2038 Cost		**$429,866**					

PennDOT Project Id: 114485
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Preservation Activities
Title: RATS Bridge Preservation #10
Municipality: Robeson (TWP)
State Route: 568
Estimated Construction Bid Date: 3/26/2026
Actual Construction Bid Date:
Location: Various Sites
Various Municipalities
Berks County
Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BRIP	$10	$0	$0	$0	$0	$0
	Federal:	$10	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$10	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$10**					

PennDOT Project Id: 114489
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Rehabilitation
Title: RATS Bridge Preservation #11
Municipality: Cumru (TWP)
State Route: 422
Estimated Construction Bid Date: 1/28/2027
Actual Construction Bid Date:
Location: Various Sites
City of Reading/Cumru Township/Exeter Township
Berks County
Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	185	$2,400	$2,600	$3,000	$260	$0	$0
Construction	581	$600	$1,000	$1,000	$1,500	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$3000	$3600	$4000	$1760	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$3,000	$3,600	$4,000	$1,760	$0	$0
Total FFY 2027-2038 Cost		**$12,360**					

PennDOT Project Id: 116478
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Smoketown Road over Little Sacony Creek
Municipality: Rockland (TWP)
State Route: 1029
Estimated Construction Bid Date: 7/30/2026
Actual Construction Bid Date:
Location: SR 1029 over Little Sacony Creek
Rockland Township
Berks County

Project Description: This project involves the replacement of the bridge on Smoketown Road (State Route 1029) over Little Sacony Creek in Rockland Township, Berks County.

On May 6, 2021, the bridge carrying SR 1029 (Smoketown Road) over Sacony Creek was closed due to severe scour damage following a heavy rain event on May 5, 2021. Advanced scour was discovered at the north abutment, resulting in the abutment settling over nine inches. The structure was ultimately removed following this failure. Further observations at the site indicated significant contraction scour from the former bridge location and confinement created by the elevated roadway approaches. The elevated roadwa restricts floodplain access and prevents floodwaters from dissipating energy into the floodplain due to the channel running parallel along the edge of roadway. The sharp curvatur of the stream at the bridge location also results in increased shear stress and bank erosion. Due to the previous failure and site observations, it was evident the project would need improve the stream channel and design the bridge for future storm events to provide a resilient structure and roadway.

The SR 1029-01B improvements that qualify for PROTECT funding include: restoring and realigning Sacony Creek through the project site, lengthening the proposed bridge to accommodate the redesigned channel, stabilizing and strengthening the Northeast streambank, and installing riprap and other natural counter measures to limit future scour. The redesigned channel will improve the alignment with the proposed bridge, increase sinuosity and floodplain connectivity, reduce shear stress adjacent to the bridge and stabilize th streambed elevations. As part of the design, a 20% increase to the 100-year flows will be included in the hydrologic and hydraulic analysis. This will result in a resilient bridge replacement able to mitigate the impacts of high flow events. These improvements will also lead to less maintenance and improve the stability the approach roadway. Right-of-W acquisition required for the project also qualifies for PROTECT funding as these areas will be acquired to accommodate the redesigned stream channel and proposed bridge.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	$52	$0	$0	$0	$0	$0
Construction	PRTCT	$2,300	$0	$0	$0	$0	$0
	Federal:	$2352	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$2,352	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$2,352**					

PennDOT Project Id: 116907
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: X1 - Actvtys not leading to constr. (plan & tech study)
Improvement Type: Miscellaneous
Title: Geotech In-House Assistance
Municipality: Greenwich (TWP)
State Route: 143
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Various locations throughout Berks County

Project Description: This project involves Geo-Technical In-House assistance services to address rock slides, sinkholes, retaining walls, and other unknowns throughout Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	581	$50	$50	$50	$50	$200	$200
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$50	$50	$50	$200	$200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 117603 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Corridor Safety Improvement **Title:** State Hill Road - SR 222 SB to Norfolk Southern RR

Municipality: Wyomissing (BORO) **State Route:** 3023

Estimated Construction Bid Date: 5/13/2027

Actual Construction Bid Date:

Location: Wyomissing Borough - SR 222 southbound ramps to Norfolk Southern Railroad overpass

Project Description: This project involves improvements to State Hill Road (SR 3023) intersections with State Route 222 southbound ramps, State Route 222 northbound ramps and Spring Street/Granite Point Drive with addition of a roundabout at State Route 222 southbound and addition of a roundabout combining the State Route 222 northbound and Spring Stree intersections, in Wyomissing Borough, Berks County.

Air Quality Description: Conversion of three signalized intersections into multiple roundabouts.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Utility	HSIP	$109	$0	$0	$0	$0	$0
Construction	CAQ	$1,000	$200	$2,500	$2,800	$2,059	$0
Construction	CRP	$100	$100	$200	$401	$0	$0
Construction	CRPU	$100	$100	$200	$761	$0	$0
Construction	HSIP	$0	$0	$0	$500	$0	$0
	Federal:	$1309	$400	$2900	$4462	$2059	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,309	$400	$2,900	$4,462	$2,059	$0
Total FFY 2027-2038 Cost		**$11,130**					

PennDOT Project Id: 117620 **New To Planned TIP:** **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** R1 - Intersection channelization projects

Improvement Type: Corridor Safety Improvement **Title:** State Hill Road - Norfolk Southern RR to Penn Ave.

Municipality: Wyomissing (BORO) **State Route:** 3023

Estimated Construction Bid Date: 1/18/2029

Actual Construction Bid Date:

Location: Wyomissing Borough - Norfolk Southern Railroad overpass to and including Penn Avenue

Project Description: This project involves intersection improvements of the State Hill Road (State Route 3023) intersection with Penn Avenue (Business 422/SR 3422) to improve safety and reduce congestion in Wyomissing Borough, Berks County.

Air Quality Description: Conversion of signalized intersection into a roundabout.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	CAQ	$0	$100	$500	$673	$0	$0
Final Design	581	$0	$25	$125	$168	$0	$0
Utility	CAQ	$0	$0	$0	$0	$185	$0
Utility	581	$0	$0	$0	$0	$46	$0
Right of Way	CAQ	$0	$50	$100	$284	$0	$0
Right of Way	CRPU	$0	$0	$0	$0	$160	$0
Right of Way	581	$0	$13	$25	$71	$0	$0
Construction	581	$0	$0	$0	$0	$3,942	$0
	Federal:	$0	$150	$600	$957	$345	$0
	State:	$0	$38	$150	$239	$3988	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$188	$750	$1,196	$4,333	$0
Total FFY 2027-2038 Cost		**$6,467**					

PennDOT Project Id: 117721
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: SDY - Study
Improvement Type: Restoration
Title: SR 183 (Bernville Road) Lane Drop Hourglass Fix
Municipality: Bern (TWP)
State Route: 183
Estimated Construction Bid Date: 4/1/2030
Actual Construction Bid Date:
Location: Bern Township, Berks County

Project Description: This project involves the widening of SR 183 (Bernville Road) to eliminate the narrow section between the US 222 and West Leesport Road in Bern Township, Berks County.
Air Quality Description: Adding capacity. Note that this is for a Study phase only at this time.

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	$0	$0	$0	$0	$492	$0
Preliminary Engineering	581	$0	$0	$0	$0	$123	$0
	Federal:	$0	$0	$0	$0	$492	$0
	State:	$0	$0	$0	$0	$123	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$615	$0
Total FFY 2027-2038 Cost		**$615**					

PennDOT Project Id: 117724
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Rehabilitation
Title: Long Lane (SR 1024) over Mill Creek
Municipality: Maxatawny (TWP)
State Route: 1024
Estimated Construction Bid Date: 8/17/2028
Actual Construction Bid Date:
Location: SR 1024 (Long Lane) over Mill Creek
Maxatawny Township
Berks County

Project Description: This project involves the rehabilitation and/or replacement of the structure carrying SR 1024 (Long Lane) over Mill Creek in Maxatawny Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	BOF	$165	$148	$0	$0	$0	$0
Final Design	185	$41	$37	$0	$0	$0	$0
Utility	BOF	$0	$26	$0	$0	$0	$0
Utility	185	$0	$6	$0	$0	$0	$0
Right of Way	BOF	$25	$21	$0	$0	$0	$0
Right of Way	185	$6	$5	$0	$0	$0	$0
Construction	BOF	$0	$450	$450	$537	$0	$0
Construction	581	$0	$113	$113	$134	$0	$0
	Federal:	$190	$645	$450	$537	$0	$0
	State:	$47	$161	$113	$134	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$237	$806	$563	$671	$0	$0
Total FFY 2027-2038 Cost		**$2,277**					

PennDOT Project Id: 117725
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: Meckville Road over Meck Creek
Municipality: Bethel (TWP)
State Route: 4005
Estimated Construction Bid Date: 10/14/2027
Actual Construction Bid Date:
Location: SR 4005 over Meck Creek
Bethel Township
Berks County
Project Description: This project involves the replacement of the bridge carrying State Route 4005 over Meck Creek in Bethel Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	$0	$750	$523	$0	$0	$0
Construction	581	$0	$188	$131	$0	$0	$0
Utility	BOF	$0	$17	$0	$0	$0	$0
Utility	185	$0	$4	$0	$0	$0	$0
	Federal:	$0	$767	$523	$0	$0	$0
	State:	$0	$192	$131	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$959	$654	$0	$0	$0
Total FFY 2027-2038 Cost		**$1,613**					

PennDOT Project Id: 117726
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Improvement Type: Bridge Replacement
Title: SR 4028 (Old Route 22) over Maiden Creek Tributary
Municipality: Greenwich (TWP)
State Route: 4028
Estimated Construction Bid Date: 7/1/2027
Actual Construction Bid Date:
Location: State Route 4028 (Old Roue 22) over the Maiden Creek Tributary
Greenwich Township
Berks County.
Project Description: This project involves the replacement of the bridge carrying State Route 4028 (old Route 22) over the Maiden Creek triibutary in Greenwich Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Final Design	STP	$41	$0	$0	$0	$0	$0
Final Design	185	$10	$0	$0	$0	$0	$0
Utility	185	$3	$3	$4	$0	$0	$0
Construction	BRIP	$0	$300	$300	$600	$2,151	$0
Construction	185	$0	$75	$75	$150	$538	$0
	Federal:	$41	$300	$300	$600	$2151	$0
	State:	$13	$78	$79	$150	$538	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$54	$378	$379	$750	$2,689	$0
Total FFY 2027-2038 Cost		**$4,250**					

PennDOT Project Id: 117973
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices
Improvement Type: RR Warning Devices
Title: Walnuttown Road Crossing
Municipality: Richmond (TWP)
State Route: 1011
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: SR 1011 (Walnuttown Road)
Richmond Township
Berks County
Project Description: Upgrade existing at-grade rail crossing warning devices for Norfolk Southern (NS) mainline double track to flashing lights with gates along State Route 1011 (Walnuttown Road) Richmond Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	$454	$0	$0	$0	$0	$0
	Federal:	$454	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$454	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$454**					

PennDOT Project Id: 117975
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S8 - Railroad/highway crossing warning devices
Improvement Type: RR Warning Devices
Title: Manatawny Drive Crossing
Municipality: Douglass (TWP)
State Route: 2036
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: SR 2036 (Manatawny Drive)
Douglass Township,
Berks County
Project Description: Improve safety at crossing by upgrading from passive signing only to activated warning devices for the at-grade crossing (DOT 589 507A) SR 2036 (Manatawny Drive) operated by the Colebrookdale Railroad in Douglass Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	RRX	$0	$380	$0	$0	$0	$0
	Federal:	$0	$380	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$380	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$380**					

PennDOT Project Id: 120974 **New To Planned TIP:** Y **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Intersection Improvement **Title:** SR 183 / Shartelsville Road Intersection

Municipality: Penn (TWP) **State Route:** 183

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: 500 feet west of Solly Lane to 200 feet east of Beyerle Hill Road.
Jefferson Township
Penn Township
Borough of Bernville
Berks County

Project Description: This project involves signalization with left and right turn lanes to provide intersection control at the intersection of Bernville Road (State Route 183) and Shartlesville Road (Stat Route 4011), installation of a roundabout at the Bernville Road (State Route 183) and North Heidelberg Road (State Route 3033) intersection, and installation of a Two-Way Cent Left Turn Lane from Washington Street to 2nd Street, in Jefferson Township, Penn Township, and the Borough of Bernville, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	STP	$773	$0	$0	$0	$0	$0
Final Design	581	$0	$0	$200	$346	$0	$0
Utility	581	$0	$0	$0	$0	$58	$0
Right of Way	581	$0	$0	$130	$143	$0	$0
Construction	581	$0	$0	$0	$0	$9,553	$0
	Federal:	$773	$0	$0	$0	$0	$0
	State:	$0	$0	$330	$489	$9611	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$773	$0	$330	$489	$9,611	$0
Total FFY 2027-2038 Cost		**$11,203**					

PennDOT Project Id: 120990 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S19 - Widen narw. pave. or recon brdgs (No addtl lanes)

Improvement Type: Bridge Rehabilitation **Title:** RATS Bridge Preservation #12

Municipality: Centerport (BORO) **State Route:** 4021

Estimated Construction Bid Date:

Actual Construction Bid Date:

Location: Various bridges in Berks County

Project Description: This project funds consultant design, construction of bridge repairs and preservation of various bridges in Berks County to reduce outstanding priority bridge repair items.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	185	$412	$0	$0	$0	$0	$0
Construction	185	$0	$0	$1,000	$2,650	$2,906	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$412	$0	$1000	$2650	$2906	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$412	$0	$1,000	$2,650	$2,906	$0
Total FFY 2027-2038 Cost		**$6,968**					

PennDOT Project Id: 120995
Project Administrator: PennDOT
Improvement Type: Bridge Replacement
Municipality: Reading (CITY)
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Various Locations
Berks County
New To Planned TIP:
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Title: Municipal Bridge Line Item
State Route: 0
Project Description: This project involves the creation of a Municipal Bridge Reserve Line Item to repair, rehabilitate, or replace off-network locally-owned bridges in Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	BOF	$1,000	$1,800	$800	$800	$2,353	$0
Construction	LOC	$63	$113	$50	$50	$147	$0
Construction	185	$188	$338	$150	$150	$441	$0
	Federal:	$1000	$1800	$800	$800	$2353	$0
	State:	$188	$338	$150	$150	$441	$0
	Local/Other:	$63	$113	$50	$50	$147	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$1,251	$2,251	$1,000	$1,000	$2,941	$0
Total FFY 2027-2038 Cost		**$8,443**					

PennDOT Project Id: 123129
Project Administrator: PennDOT
Improvement Type: Bridge Rehabilitation
Municipality:
Estimated Construction Bid Date:
Actual Construction Bid Date:
Location: Levengood Road Bridge over Manatawny Creek
Amity Township
Berks County
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Air Quality Exempt Reason: S19 - Widen narw. pave. or recon brdgs (No addtl lanes)
Title: Levengood Road Bridge over Manatawny Creek
State Route: 7203
Project Description: This project involves the rehabilitation or replacement of a Berks County owned bridge (#34E Weidners Mill) carrying Levengood Road (T-471) over the Manatawny Creek in Amity Township, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	ACT13	$600	$200	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$600	$200	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$600	$200	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$800**					

PennDOT Project Id: 123322
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Resurface
Title: Berks High Volume Ralumac Microsurfacings #3
Municipality: Brecknock (TWP)
State Route: 625
Estimated Construction Bid Date: 2/18/2027
Actual Construction Bid Date:
Location: State Route 724, 422, 625, 222
Berks County
Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$2,500	$0	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$2500	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$2,500	$0	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$2,500**					

PennDOT Project Id: 123323
New To Planned TIP: Y
Air Quality Status: Exempt from Regional Conformity Analysis
Project Administrator: PennDOT
Air Quality Exempt Reason: S10 - Pavement resurfacing and/or rehabilitation
Improvement Type: Resurface
Title: Berks High Volume Ralumac Microsurfacings #4
Municipality: Ruscombmanor (TWP)
State Route: 662
Estimated Construction Bid Date: 2/17/2028
Actual Construction Bid Date:
Location: State Route 662, 1004, 1021, 176
Berks County
Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.
Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$2,500	$0	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$2500	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$2,500	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$2,500**					

PennDOT Project Id: 123447 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S11 - Pavement marking demonstration

Improvement Type: Reflective Pavement Markers **Title:** RATS AWPM - 2027

Municipality: Bern (TWP) **State Route:** 222

Estimated Construction Bid Date: 3/25/2027

Actual Construction Bid Date:

Location: Various state routes in various municipalities in Berks County

Project Description: Installation of all weather pavement markings on various state routes in various municipalities in Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	$400	$0	$400	$0	$400	$0
	Federal:	$400	$0	$400	$0	$400	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$400	$0	$400	$0	$400	$0
Total FFY 2027-2038 Cost		**$1,200**					

PennDOT Project Id: 123448 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S14 - Skid treatments

Improvement Type: Surface Treatment **Title:** High Friction Surface Treatments (Berks 2027)

Municipality: Hereford (TWP) **State Route:** 1010

Estimated Construction Bid Date: 10/1/2026

Actual Construction Bid Date:

Location: Along various state routes in various municipalities in Berks County.

Project Description: This project involves the application of high friction surface treatments to various identified locations within Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	HSIP	$400	$0	$400	$0	$400	$0
	Federal:	$400	$0	$400	$0	$400	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$400	$0	$400	$0	$400	$0
Total FFY 2027-2038 Cost		**$1,200**					

PennDOT Project Id: 123589 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S9 - Guardrails, median barriers, crash cushions

Improvement Type: Guiderail Improvement **Title:** BPN - 4 Guide Rail Upgrades - 2027

Municipality: Jefferson (TWP) **State Route:** 4011

Estimated Construction Bid Date: 10/1/2026

Actual Construction Bid Date:

Location: Various locations
Berks County

Project Description: This is funding set aside to address BPN - 4 GuideRail Upgrades - 2027 at various locations in Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$50	$50	$50	$50	$200	$200
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$50	$50	$50	$50	$200	$200
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$50	$50	$50	$50	$200	$200
Total FFY 2027-2038 Cost		**$600**					

PennDOT Project Id: 123604 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** X11 - Directional and informational signs

Improvement Type: Corridor Safety Improvement **Title:** TSMO Antiquated DMS Replacement

Municipality: Tilden (TWP) **State Route:** 0

Estimated Construction Bid Date: 12/16/2027

Actual Construction Bid Date:

Location: I-78 EB and WB
Mile Markers 27 (WB)
Mile Markers 26.7 (EB)
Berks County

Project Description: This project involves the installation of Dynamic Message Signs at various locations along I-78 in Berks County to advise motorists and improve safety.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	STP	$0	$254	$0	$0	$0	$0
Preliminary Engineering	STP	$23	$0	$0	$0	$0	$0
Final Design	STP	$13	$0	$0	$0	$0	$0
	Federal:	$36	$254	$0	$0	$0	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$36	$254	$0	$0	$0	$0
Total FFY 2027-2038 Cost		**$290**					

PennDOT Project Id: 123608 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

Improvement Type: Resurface **Title:** Berks High Volume Ralumac Microsurfacings #5

Municipality: Bern (TWP) **State Route:** 222

Estimated Construction Bid Date: 2/15/2029

Actual Construction Bid Date:

Location: State Routes 345, 222, 10, 724, 2017
Various Locations
Berks County

Project Description: This project involves Ralumac microsurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$0	$2,500	$0	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$2500	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$2,500	$0	$0	$0
Total FFY 2027-2038 Cost		**$2,500**					

PennDOT Project Id: 123614 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** S10 - Pavement resurfacing and/or rehabilitation

Improvement Type: Surface Treatment Micro-surfacing **Title:** Berks High Volume Ralumac Microsurfacings #6

Municipality: Bern (TWP) **State Route:** 183

Estimated Construction Bid Date: 2/28/2030

Actual Construction Bid Date:

Location: State Routes 183, 3009, 3012, 3016, 662, 1029
Berks County

Project Description: This project involves Ralumac micosurfacings on high volume roads in various locations, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	581	$0	$0	$0	$2,500	$0	$0
	Federal:	$0	$0	$0	$0	$0	$0
	State:	$0	$0	$0	$2500	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$2,500	$0	$0
Total FFY 2027-2038 Cost		**$2,500**					

PennDOT Project Id: 123619 **New To Planned TIP:** **Air Quality Status:** Significant: Included in regional conformity analysis

Project Administrator: PennDOT

Improvement Type: Existing Signal Improvement **Title:** SR 422 Ben Franklin Congested Corridor West

Municipality: Exeter (TWP) **State Route:** 422

Estimated Construction Bid Date: 4/1/2031

Actual Construction Bid Date:

Location: Exeter and Amity Townships
Berks County

Project Description: This project involves signal improvements of 5 signalized intersections to improve traffic flow On SR 422 also known as Ben Franklin Highway in Amity and Exeter Townships, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Construction	CAQ	$0	$0	$0	$0	$3,063	$0
Construction	CRP	$0	$0	$0	$0	$100	$0
Construction	CRPU	$0	$0	$0	$0	$300	$0
	Federal:	$0	$0	$0	$0	$3463	$0
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$0	$0	$0	$0	$3,463	$0
Total FFY 2027-2038 Cost		**$3,463**					

PennDOT Project Id: 123625 **New To Planned TIP:** Y **Air Quality Status:** Exempt from Regional Conformity Analysis

Project Administrator: PennDOT **Air Quality Exempt Reason:** R2 - Intersection signalization prjcts at ind. inters.

Improvement Type: Reconstruct **Title:** SR 183 and Old 22 Intersection

Municipality: Upper Tulpehocken (TWP) **State Route:** 183

Estimated Construction Bid Date: 7/8/2032

Actual Construction Bid Date:

Location: Intersection of SR 183, SR 4040 (Old Route 22) and SR 4018
Upper Tulpehocken Township
Berks County

Project Description: This project involves intersection improvements at the currently unsignalized intersection of SR 183, SR 4040 (Old Route 22) and SR 4018 near Strausstown in Upper Tulpehock Township, Berks County.

Air Quality Description:

Project Costs(In Thousands)

Phase	Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Preliminary Engineering	HSIP	$300	$300	$600	$36	$0	$0
Final Design	HSIP	$0	$0	$0	$250	$876	$0
Utility	HSIP	$0	$0	$0	$0	$100	$533
Right of Way	HSIP	$0	$0	$0	$80	$320	$163
Construction	HSIP	$0	$0	$0	$0	$3,000	$5,234
	Federal:	$300	$300	$600	$366	$4296	$5930
	State:	$0	$0	$0	$0	$0	$0
	Local/Other:	$0	$0	$0	$0	$0	$0
		2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
	Period Totals:	$300	$300	$600	$366	$4,296	$5,930
Total FFY 2027-2038 Cost		**$11,792**					

Fund Category Appendix

Fund Category Code	Fund Category Description
ACT13	Local at risk bridges - Marcellus Legacy Fund
ACT3	Act 3 Public Transportation Grant
ACT4A	Act 4A Supplemental Operating Grant
ACT83	Transit Bond
ADCMS	Advanced Digital Construction Management Systems
ADMUO	Administration Use Only - Do Not Use
AID	2023 AID Demonstration Award
AIP	FAA Airport Improvement Program
APD	Appalachia Development
APL	Appalachia Local Access
ATIIP	Active Transportation Infrastructure Investment
BDP	Bridge Discretionary Program
BGENT	FAA Block Grant Entitlement
BIP	Bridge Investment Program
BND	Bridge Bonding
BOF	Bridge Off System
BRIP	Bridge Investment Program
BUILD	BUILD Discretionary Grants
CAQ	Congestion Mitigation/Air Quality
CARES	Coronavirus Aid, Relief, and Economic Security
CB	Capital Budget Nonhighway
CFI	Charging - Fueling Infrastructure Program
COVID	COVID Relief
CPF	Community Project Funding
CRP	Carbon Reduction Program
CRPU	Carbon Reduction Program Urban
DAR	Defense Access Roads
DBE	Disadvantages Business Enterprise
D4R	Discretionary Interstate Maintenance
EB	Equity Bonus
ECONR	Economic Recovery
FAABG	FAA Block Grant
FAAD	FAA Discretionary
FAI	Interstate Construction
FB	Ferry Boat/Ferry Terminal Facilities
FFL	Federal Flood
FHA	Public Lands Highways
FLAP	Federal Lands Access Program
FLH	Forest Highways
FRA	Federal Railroad Administration
FRB	Ferry Boat
FTAD	FTA Discretionary Funds
GEN	PA General Fund
HCB	Historic Covered Bridge
HPR	Highway Planning/Research
HRRR	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
HVRU	Vulnerable Road User Safety
H4L	Highway for Life - 10% Limiting Amount
INFRA	INFRA Discretionary Award
ITS	Intelligent Transportation System
IVB	Innovative Bridge
LBIP	Large Bridge Investment Program
LOC	Local Government Funds
LRFA	Local Rail Freight Assistance
MBP3	Major Bridge P3 Initiative
MEGA	National Infrastructure Project Assistance program
MSFF	Marcellus Shale Fee Fund
NEVI	National Electric Vehicle Instrastructure F/S
NFP	National HWY Freight Program
NHPP	National Highway Performance Program
OJT	On the Job Training Supportive Services
HBFHWATYP	

Fund Category Code	Fund Category Description
OTH	Other Local Government Agencies
OTH-F	Other Federal Govt Agencies
OTH-S	Other Pa State Government Agencies
PIB	State Infrastructure Bank - 100% state
PL	Planning
PRIV	Private Party
PRO	Protect Program
PRTCT	Promoting Resilient Operations for Transformative
PRTDG	2022 Protect Discretionary Grant
PTAF	Act 26 PA Transportation Assist Fund
RAISE	Rebuild American Infra. Sustainability Equity
RCP	Reconnecting Communities
REC	Recreational Trails
RES	Funds Restoration
RFAP	Rail Freight Assistance Program
RRX	Highway Safety
RURAL	Rural Surface Transportation Grant Program
SBY	Scenic Byways
SECT9	FTA Federal Formula - Section 9
SIB	State Infrastructure Bank
SMART	Strengthen Mobility And Revolutionizing Trans.
SPOPR	Supplemental Operating Assistance
SPR	State Planning/Research
SRTSF	Federal Safe Routes to Schools
SR2S	State Safe Route to School
SSE	Supportive Services Enterprise
SS4A	Safe Streets for All
STE	Surface Transportation Enhancement
STN	STP - Nonurbanized
STP	Surface Transportation Prog-Flexible
STR	Surface Transportation Rural
STU	Surface Transportation Urban
SXF	Special Federal Funds (Demo)
TAP	Transportation Alternatives (TAP) Flexible
TAU	Tap > 200,000 Population
TCS	Transpo & Community System Pres.
TIGER	Trans Investment Generating Economic Recovery
TIGGR	Transit Investment for Greenhouse Gas and Energy R
TPK	Turnpike
TTE	Transit Transportation Enhancements
WCPP	Wildlife Crossings Pilot Program
073	Green Light-Go
137	Municipal Bridge Improvements and Bundling
138	Rural Commercial Routes
140	Intelligent Transportation System
144	302-87-3 Transportation Assistance
160	Community Transport.-Equip Grant
163	Community Transport.- Equip Grant
164	PTAF
175	FTA- Capital Improvements
179	Local Bridge Construction (Act 26 Counties)
183	Local Bridge Construction
184	Restoration - Hwy Transfer
185	State Bridge Construction
20005b	TOD Planning Pilot Program
208	FTA- Discretionary Capital
244	ARLE Projects
278	Safety Admin
338	PT - 1513 Mass Transit Operating
339	PT - 1514 Asst Imprvmnt / Capitl Budg
340	PT - 1517 Capital Improvement
341	PT - 1516 Progrms of Statewide Signif

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Reading MPO TIP - Transit Projects

Berks Area Regional Transportation Authority

PennDOT Project Id: 114375

Title: Facility Improvement Prog

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: SCTA has in place a program providing for upgrades and improvements to facilities to ensure the authority is operating at its most efficient. These types of activities include but are not limited to security upgrades such as camera upgrades and solar lighting for bus stops; installation of solar panels, rehab employee parking lot and replace property fence; emergency generator replacement; and sidewalks, curbs, steps and garage entrance lanes replacements.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$400	$0	$0	$0	$0	$0
339	$97	$0	$0	$0	$0	$0
LOC	$3	$0	$0	$0	$0	$0
Federal:	$400	$0	$0	$0	$0	$0
State:	$97	$0	$0	$0	$0	$0
Local/Other:	$3	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$500	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$500**					

PennDOT Project Id: 120272

Title: Public Trans Safety Plan

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: SDY - Study

Narrative: As provided for under federal guidelines of the Bipartisan Infrastructure Law, 0.75% of the annual federal funding allocation to the Reading Urbanized Area will be used to fund elements of the Agency Safety Plan including but not limited to establishing a risk reduction program; establishing performance targets; purchasing replacement rolling stock; modifications to rolling stock; and preventive maintenance activities that ensure SCTA's fleet is safe and in a state of good repair.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$34	$34	$34	$34	$0	$0
338	$9	$9	$9	$9	$0	$0
Federal:	$34	$34	$34	$34	$0	$0
State:	$9	$9	$9	$9	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$43	$43	$43	$43	$0	$0
Total FY 2027-2038 Cost	**$172**					

PennDOT Project Id: 121141

Title: ADA Services

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: 10% of 5307 allocation for ADA Transportation Services

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$272	$390	$390	$390	$0	$0
338	$66	$94	$94	$94	$0	$0
LOC	$2	$3	$3	$3	$0	$0
Federal:	$272	$390	$390	$390	$0	$0
State:	$66	$94	$94	$94	$0	$0
Local/Other:	$2	$3	$3	$3	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$340	$487	$487	$487	$0	$0
Total FY 2027-2038 Cost	**$1,801**					

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Reading MPO TIP - Transit Projects

PennDOT Project Id: 121144

Title: Operating Assistance

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Narrative: Non-federal Funding

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
338	$12,187	$12,187	$12,187	$12,187	$0	$0
LOC	$541	$568	$596	$626	$0	$0
Federal:	$0	$0	$0	$0	$0	$0
State:	$12187	$12187	$12187	$12187	$0	$0
Local/Other:	$541	$568	$596	$626	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$12,728	$12,755	$12,783	$12,813	$0	$0
Total FY 2027-2038 Cost	**$51,079**					

PennDOT Project Id: 121145

Title: Preventive Maintenance

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M3 - Rehabilitation of transit vehicles

Narrative: 80% federal funding to support eligible Preventive Maintenance expenses

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$480	$60	$28	$88	$0	$0
339	$116	$15	$7	$21	$0	$0
LOC	$4	$0	$0	$1	$0	$0
Federal:	$480	$60	$28	$88	$0	$0
State:	$116	$15	$7	$21	$0	$0
Local/Other:	$4	$0	$0	$1	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$600	$75	$35	$110	$0	$0
Total FY 2027-2038 Cost	**$820**					

PennDOT Project Id: 121148

Title: Cap. Imprv Prgr IT Equip

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M6 - Const. or renov. of power, signal, & comm systems

Narrative: Upgrade & replace hardware, software and communications/ security equipment Replace finance software and purchase display panels

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$1,280	$204	$0	$0	$0	$0
339	$310	$49	$0	$0	$0	$0
LOC	$10	$2	$0	$0	$0	$0
Federal:	$1280	$204	$0	$0	$0	$0
State:	$310	$49	$0	$0	$0	$0
Local/Other:	$10	$2	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$1,600	$255	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$1,855**					

Date: 2/5/2026 8:12:48AM

Reading MPO TIP - Transit Projects

PennDOT Project Id: 121152

Title: Non-Revenue Vehicles

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M2 - Purchase of support vehicles

Narrative: Replace 2011 Ford F350 Pick-up Truck and two 2019 Nissan Pathfinder service vehicles

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$280	$0	$216	$0	$0	$0
339	$68	$0	$52	$0	$0	$0
LOC	$2	$0	$2	$0	$0	$0
Federal:	$280	$0	$216	$0	$0	$0
State:	$68	$0	$52	$0	$0	$0
Local/Other:	$2	$0	$2	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$350	$0	$270	$0	$0	$0
Total FY 2027-2038 Cost	**$620**					

PennDOT Project Id: 121155

Title: Cap Imprv Prg Shop Equip

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M4 - Purch off., shop, & op. eq. for exist. facility

Narrative: Upgrade & replace Maintenance Shop exceeding useful life, i.e. two 2016 Ventracs, 2011 Jack Stands, two Floor Sweepers, two Floor Scrubbers and portable lifts, Replace 2010 Bobcat

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$200	$20	$0	$0	$0	$0
339	$48	$5	$0	$0	$0	$0
LOC	$2	$0	$0	$0	$0	$0
Federal:	$200	$20	$0	$0	$0	$0
State:	$48	$5	$0	$0	$0	$0
Local/Other:	$2	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$250	$25	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$275**					

PennDOT Project Id: 121156

Title: Vehicle Replacement Progr

Air Quality Status: Exempt from Regional Conformity Analysis

County: Berks

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: Provide partial funding to replace one (1) 2015 Fixed Route Electric Hybrid Bus w/2027 electric hybrid bus, 3 2014 fixed route electric hybrid bus with 2016 electric hybrid buses, and 4 2015 fixed route electric hybrid buses with 2027 electric hybrid buses.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
CAQ	$450	$900	$0	$0	$0	$0
5307	$429	$2,044	$3,354	$2,860	$0	$0
5339	$0	$335	$335	$335	$0	$0
339	$213	$793	$892	$773	$0	$0
LOC	$7	$26	$30	$26	$0	$0
Federal:	$879	$3279	$3689	$3195	$0	$0
State:	$213	$793	$892	$773	$0	$0
Local/Other:	$7	$26	$30	$26	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$1,099	$4,098	$4,611	$3,994	$0	$0
Total FY 2027-2038 Cost	**$13,802**					

Date: 2/5/2026 8:12:48AM

Reading MPO TIP - Transit Projects

PennDOT Project Id: 121157

Title: Purchase Paratransit Bus

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M10 - Purch new buses & cars for rplcmnt or mnr expan.

Narrative: Replace Sixteen (16) 2021 Paratransit Vans exceeding useful life with 2026 Paratransit Vans

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$446	$1,055	$935	$1,564	$0	$0
5310	$394	$394	$394	$394	$0	$0
341	$210	$351	$321	$474	$0	$0
LOC	$0	$12	$11	$16	$0	$0
Federal:	$840	$1449	$1329	$1958	$0	$0
State:	$210	$351	$321	$474	$0	$0
Local/Other:	$0	$12	$11	$16	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$1,050	$1,812	$1,661	$2,448	$0	$0
Total FY 2027-2038 Cost	**$6,971**					

PennDOT Project Id: 121160

Title: Boss Mobility Hub

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: R6 - Bus terminals and transfer points

Narrative: Implimentation of a Mobility Hub in Sinking Spring

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$0	$0	$0	$20	$0	$0
339	$0	$0	$0	$5	$0	$0
LOC	$0	$0	$0	$0	$0	$0
Federal:	$0	$0	$0	$20	$0	$0
State:	$0	$0	$0	$5	$0	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$0	$0	$0	$25	$0	$0
Total FY 2027-2038 Cost	**$25**					

PennDOT Project Id: 121161

Title: Franklin St. Station Upgr

County: Berks

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M8 - Recon. or renov. transit bldgs & structures

Narrative: Update Roof and stone repair at FSS.

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
339	$776	$0	$0	$0	$0	$0
LOC	$24	$0	$0	$0	$0	$0
Federal:	$0	$0	$0	$0	$0	$0
State:	$776	$0	$0	$0	$0	$0
Local/Other:	$24	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$800	$0	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$800**					

Date: 2/5/2026 8:12:48AM

Reading MPO TIP - Transit Projects

PennDOT Project Id: 121162

Title: Transit Dev. Plan Update

County: Berks

Narrative: Update on the TDP 10 Year Plan

Air Quality Status: Exempt from Regional Conformity Analysis

Air Quality Exempt Reason: M1 - Operating assistance to transit agencies

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
5307	$0	$140	$0	$0	$0	$0
339	$0	$34	$0	$0	$0	$0
LOC	$0	$1	$0	$0	$0	$0
Federal:	$0	$140	$0	$0	$0	$0
State:	$0	$34	$0	$0	$0	$0
Local/Other:	$0	$1	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals	$0	$175	$0	$0	$0	$0
Total FY 2027-2038 Cost	**$175**					

Date: 2/19/2026 2:10:42PM

Interstate TIP - Highway & Bridge Projects

Berks

PennDOT Project Id: 112354

Project Administrator: PennDOT

Improvement Type: Replace/Rehab

Municipality: Robeson (TWP)

Actual Construction Bid Date:

Title: Break and Seat SR 568 to SR 422 I/C

State Route: 176

Air Quality Status: Exempt from Regional Conformity Analysis

Estimated Construction Bid Date: 1/1/2031

Location: I-176
Berks County
Seg 0070 Offset 0000 to Seg 0110 Offset 1954
Seg 0071 Offset 0000 to Seg 0111 Offset 1930
Robeson and Cumru Twps

Project Description: This project is the reconstruction on Interstate 176 from the Turnpike interchange (Seg 0070 Offset 0000 & Seg 0071 Offset 0000) to the SR 422 I/C (Seg 0110 Offset 1954 & Segment 0111 Offset 1930). The ramps at the Shillington Exit (SR 8005) and the SR 422 ramps (SR 8007) will be reconstructed for a total project length of 10.41 miles (59,965 FT) .Bridges will be reconstructed or will have superstructure replacements. The project will receive MASH guiderail replacement, glare screen barrier, and ITS updates along the corridor..

Project Costs(In Thousands)

Fund	2027	2028	2029	2030	2031 - 2034	2035 - 2038
Federal:	$0	$0	$0	$0	$0	$0
State:	$0	$0	$0	$741	$32203	$0
Local/Other:	$0	$0	$0	$0	$0	$0
	2027	**2028**	**2029**	**2030**	**2031 - 2034**	**2035 - 2038**
Period Totals:	$0	$0	$0	$741	$32,203	$0
Total FFY 2027-2038 Cost	**$32,944**					

HBTIP

READING AREA TRANSPORTATION STUDY
ORGANIZATIONAL STRUCTURE
March, 2026

Transportation Planning Process

The Metropolitan Planning Organization (MPO) for Berks County is the Reading Area Transportation Study (RATS). It was created in 1964 through a legal agreement between the City of Reading, Berks County and the Pennsylvania Department of Highways (now the Pennsylvania Department of Transportation). The study was founded in response to the Federal-Aid Highway Act of 1962 that stated, in part, that any urban area with a population of more than fifty thousand people must maintain a continuing, comprehensive and cooperative ("3C") transportation planning process consistent with the comprehensively planned development of the urbanized area in order to be eligible to receive Federal funding for transportation projects. RATS satisfies this planning requirement and assures Berks County the continued eligibility to receive state and federal funding for highway and transit system capital improvements and operations.

As originally configured, an area was delineated as the Reading urban area in accordance with the U.S. Bureau of Census boundaries for the Reading urbanized area and the identified area became the subject of continuous transportation planning which has proceeded from 1964 to present. In 1992, in response to both the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the Clean Air Act Amendments (CAAA) of 1990, the study area was expanded to cover all of Berks County. This encompasses 72 municipalities within an area of 864 square miles and has a 2020 Census population of 428,849. The Reading urbanized area 2020 population was 276,278. On July 8, 2002, the Reading MPO was officially designated as a Transportation Management Area (TMA). This special designation applies to MPOs with an urbanized area of greater than 200,000. Additional planning regulations apply to these areas.

RATS is composed of two committees – the Coordinating Committee and the Technical Committee. The Technical Committee reviews items brought before the group and recommends actions to the Coordinating Committee. The Coordinating Committee is the policy body that formally adopts items reviewed by the Technical Committee. The role of the MPO is to promote transportation plans, programs, projects and policies that are consistent with current federal transportation planning legislation and the Clean Air Act. The "Infrastructure Investment and Jobs Act (IIJA)", also known as the "Bipartisan Infrastructure Law" is the current planning legislation. The transportation planning staff of the Berks County Planning Commission serves as the administrative and technical staff to RATS.

RATS recognizes the interconnection between transportation and land use issues. The Berks County Planning Commission works closely with local governments throughout Berks County on land use planning issues. However, under Pennsylvania law, implementation of land use policies is the responsibility of local governments. As such, RATS has no authority over local land use planning or zoning.

Coordinating Committee

The Reading Area Transportation Study (RATS) Coordinating Committee is the designated MPO for Berks County. The Committee is composed of the following ten members:

Member	Organization Represented
Mr. Chris Kufro (Chairman)	PENNDOT – District 5-0
Mr. Ray Green	PENNDOT – Central Office
Mr. Michael Rivera	Berks County Commissioners*
Mr. Thomas McKeon	Berks County Planning Commission
Ms. Donna Reed	City of Reading
Mr. Brian Hoffa (Sinking Spring Boro.)	Berks County Boroughs*
Ms. Lisha Rowe (Cumru Twp.)	Berks County 1st Class Townships*
Mr. Arthur "Ray" Lambert (U. Bern Twp.)	Berks County 2nd Class Townships*
Mr. Greg Downing	South Central Transit Authority
Mr. Dante Santoni	Reading Regional Airport Authority

* Appointed by Board of County Commissioners

The Chairman of the Committee is elected annually and votes only in the event of a tie. The staff of the Berks County Planning Commission serves as the staff and Secretary to the Coordinating Committee and performs transportation planning activities as defined through annual work programs developed in coordination with Federal, state, and local priorities.

Technical Committee

A Technical Committee assists the Coordinating Committee in its activities. This committee is responsible for providing a technical review of data, plans, and programs at the direction of the Coordinating Committee and for forwarding recommendations for actions by the Coordinating Committee. The Technical Committee is composed of the following eight members:

Member	Organization Represented
Mr. Scott Vottero (Chairman)	PENNDOT – District 5-0
Ms. Nyomi Nonnemaker	PENNDOT – Central Office
Mr. Alan Piper	Berks County Planning Commission
Mr. Michael Golembiewski	Berks County Planning Commission
Mr. Donald Edwards	City of Reading
Mr. Kyle Zeiber	City of Reading
Mr. Keith Boatman	South Central Transit Authority
Mr. Zackary Tempesco	Reading Regional Airport Authority

The Long Range Transportation Plan for Berks County

To be considered for inclusion in the Transportation Improvement Program, projects must first be included in an approved Long Range Transportation Plan (LRTP). The LRTP discusses socioeconomic trends affecting travel, the current state of the county transportation network and characterizes transportation needs and multimodal transportation strategies to address these needs. The plan must be reviewed and updated every four years. A new plan will need to be developed and adopted by 2030. The RATS LRTP must be consistent with federal guidelines and the Pennsylvania statewide LRTP.

This plan uses performance-based and data-driven planning to support more effective and structured project selection and programming decisions. The plan outlines the region's long-range transportation vision and identifies the projects that are necessary through the year 2050 in order to attain that vision. Most importantly, federal funding cannot be allocated to transportation projects unless they are included within this plan. The projects must be fiscally constrained, meaning that RATS cannot plan to spend more money than it reasonably expects to receive.

The primary focus of this plan is not only maintaining the existing infrastructure, but also making proactive investments to make it safer and work better for Berks County residents - with emphasis on making better use of existing transportation facilities, while seeking to improve safety and reduce traffic congestion, energy consumption, and motor vehicle emissions. Due to its size and topography, Berks County has significant transportation assets – over 3,300 miles of roads, nearly 1,000 bridges, sidewalks and trails, hundreds of miles of rail track, fleets of buses and two airports. Parts of the County transportation network are nearing or have already reached the end of its designed life span and have deteriorated over time. The amount of financial resources available to preserve every bridge and road is small in comparison to need. This plan leverages expected revenues to best address the needs of maintaining the transportation system through proper asset management and the implementation of low-cost operational improvements where feasible.

RATS has considered all locally available modes of transportation in compiling this plan, including the existing and future highway system, railroads, air travel, public transit, bicycle and pedestrian travel, and methods for improving intermodal connections for freight. Elements of the plan include an inventory of the County's transportation system and a discussion of current and future problems that will need to be addressed. The plan has five fundamental goals:

Safety: Keep travelers safe and secure for all modes of transportation.

Maintenance: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Economic Development: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Improved Connections and Choices: Give travelers a variety of well-designed transportation choices that are in good condition.

Environmental Sustainability: Enhance County transportation system to address environmental impacts.

Clean Air Act Amendments

The Clean Air Act Amendments of 1990 (CAAA) mandate improvements in the nation's air quality. The CAAA directs the U.S. Environmental Protection Agency (EPA) to implement regulations that will provide for reductions in pollutant emissions. An air quality analysis is performed on the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP) to determine the impact of major transportation system improvements on vehicle emissions. The Federal Highway Administration (FHWA) and the Environmental Protection Agency (EPA) require that the implementation of projects in the TIP and the LRTP do not result in mobile source emissions greater than the current emission budget assigned for Berks County in the State Implementation Plan (SIP).

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008, (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Berks County was designated as a marginal nonattainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. However, the deadline for EPA to issue designations for the 2015 NAAQS for ozone passed on October 1, 2017. Once designations are final, transportation conformity would be required within 12 months for any areas designated nonattainment under the standard.

The EPA published the 2012 annual $PM_{2.5}$ NAAQS on January 15, 2013, (78 FR 3086), with an effective date of March 18, 2013. The EPA revised the annual $PM_{2.5}$ NAAQS by strengthening the standard from 15 $\mu g/m^3$ to 12 $\mu g/m^3$. An area is in nonattainment of this standard if the 3-year average of the annual mean $PM_{2.5}$ concentrations for designated monitoring sites in an area is greater than 12.0 $\mu g/m^3$. On December 18, 2014, EPA issued final designations for the standard that were revised on April 7, 2015 (80 FR 18535). Berks County is designated in attainment of the standard.

AGENCY ROLES AND RESPONSIBILITIES

The Reading Area Transportation Study Coordinating Committee, as the MPO, has the lead responsibility to ensure that the transportation planning process is being carried out in accordance with federal and state regulations. Members of the Coordinating Committee are expected to represent the concerns of the respective group that they represent. Several other agencies also play key roles in the transportation planning process, as discussed below.

PENNSYLVANIA DEPARTMENT OF TRANSPORTATION (PENNDOT)

The MPO works cooperatively with PENNDOT in carrying out all of its transportation planning and air quality planning activities. PENNDOT representatives serve on the Coordinating Committee. PENNDOT is also responsible for other activities that affect the metropolitan planning process. They are charged with the development of a statewide long range plan, which will reflect the Long Range Transportation Plan developed by the Coordinating Committee. They also develop a Statewide Transportation Improvement Program that must include the appropriate sections of the TIP developed by the MPO for Berks County. As such, PENNDOT participates actively in the development of the local TIP.

The State has the lead responsibility in developing asset management strategies for highways and bridges (including the Interstate system) – providing meaningful, timely and accurate bridge, pavement and roadway management, design, standards, strategies, inventory and conditions. The State is also responsible for the development of a Highway Safety Improvement Program to identify and address high crash locations. These systems help identify transportation needs. PENNDOT also serves as the primary intermediary between the MPO and federal transportation agencies (Federal Highway Administration, Federal Transit Administration, and Federal Aviation Administration).

BERKS COUNTY PLANNING COMMISSION

The Berks County Planning Commission (BCPC) provides the staff to the Coordinating Committee. The BCPC is responsible for the development of the County's Comprehensive Plan, its long range guide to land use. The BCPC staff is responsible for the maintenance and operation of the County's transportation demand model and, since 1998, the performance of air quality conformity analyses using this model.

The BCPC is represented on the Coordinating Committee.

SOUTH CENTRAL TRANSIT AUTHORITY

The South Central Transit Authority (SCTA) is the only provider of public transportation in Berks County providing these services as BARTA. It is responsible for both its capital and service needs within its service area. They are the principal source of identifying transit projects for inclusion in the transit portion of the Transportation Improvement Program and Long Range Transportation Plan. They also carry out many of the transit planning activities.

SCTA is represented on the Coordinating Committee.

PENNSYLVANIA DEPARTMENT OF ENVIRONMENTAL PROTECTION

The Pennsylvania Department of Environmental Protection has overall responsibility for compliance with the Clean Air Act, including development and adoption of air quality plans known as State Implementation Plans. This agency relies on the MPO as the lead planning agency for highway-related control measures for air quality in the metropolitan area. The MPO also provides transportation data used in emissions inventories and identifies and analyzes potential air quality strategies. The DEP must approve the Air Quality Conformity Analysis prepared in conjunction with both the region's Transportation Improvement Program and the Long Range Transportation Plan.

FEDERAL HIGHWAY ADMINISTRATION (FHWA) and
FEDERAL TRANSIT ADMINISTRATION (FTA)

The Federal Highway and Transit Administrations have the ultimate jurisdiction in determining compliance with the Federal regulations and in distribution of funding to either PENNDOT or eligible recipients of transit funds. Non-compliance with the regulations can result in the loss of funding. The Federal Highway and Transit Administrations are not directly represented on the Coordinating Committee as voting members but do serve in an ex-officio capacity.

READING METROPOLITAN PLANNING ORGANIZATION TITLE VI NOTICE TO THE PUBLIC

The Reading Metropolitan Planning Organization (Reading MPO) hereby gives notice that it is the policy of the Reading MPO to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, E.O. 12898, and related statutes and regulations in all programs and activities. Title VI requires that no person in the United States shall, on the grounds of race, color, or national origin be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by the Reading MPO.

Any person who believes they have been aggrieved by a discriminatory practice under Title VI has a right to file a formal complaint with the Reading MPO. Any such complaint must be in writing and filed with the Reading MPO's Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. A Title VI Discrimination Complaint Form can be obtained from the Reading MPO by:

- Dialing 610-478-6300
- Online by clicking here
- In Person at the Berks County Planning Commission, 400 E WYOMISSING AVE., MOHNTON, PA 19540
- Language assistance is available by calling 610-478-6300

Overall responsibility for this policy is assigned to:

READING AREA TRANSPORTATION STUDY C/O BERKS COUNTY PLANNING COMMISSION
TITLE VI COMPLIANCE OFFICER
400 E. WYOMISSING AVE, STE D
MOHNTON PA 19540
PHONE: 610-478-6300
EMAIL: planning@berkspa.gov

The person named above is appointed as the Title VI Compliance Officer and is responsible for the implementation of the MPO's Title VI Program. Individuals with questions or requiring additional information relating to this policy or the implementation of the MPO's Title VI Program should contact the Title VI Compliance Officer.

ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DE READING AVISO AL PÚBLICO DEL TÍTULO VI

La Organización de Planificación Metropolitana de Reading (Reading MPO) notifica por la presente que es política de Reading MPO asegurar el pleno cumplimiento del Título VI de la Ley de Derechos Civiles de 1964, la Ley de Restauración de Derechos Civiles de 1987, E.O. 12898, y estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI requiere que ninguna persona en los Estados Unidos sea excluida de la participación, se le nieguen los beneficios o sea objeto de discriminación por motivos de raza, color u origen nacional en ningún programa o actividad administrada por la Reading MPO.

Cualquier persona que crea que ha sido agraviada por una práctica discriminatoria en virtud del Título VI tiene derecho a presentar una queja formal ante la Reading MPO. Cualquier queja de este tipo debe presentarse por escrito ante el Coordinador del Título VI de la Reading MPO dentro de los ciento ochenta (180) días posteriores a la fecha del supuesto hecho discriminatorio. Puede obtener un Formulario de queja por discriminación del Título VI en Reading MPO:

- Llamando al 610-478-6300
- En línea, haciendo clic aquí
- Personalmente, en la Comisión de planificación del condado de Berks, 400 E WYOMISSING AVE, MOHNTON PA 19540
- Hay asistencia lingüística disponible llamando al 610-478-6300

La responsabilidad general de llevar adelante a esta política está asignada a: ESTUDIO DE TRANSPORTE

EN EL ÁREA DE READING
A TRAVÉS DE LA COMISIÓN DE PLANIFICACIÓN DEL CONDADO DE BERKS, TITLE VI COMPLIANCE OFFICER
400 E WYOMISSING AVE STE D
MOHNTON PA 19540
TELÉFONO: 610-478-6300
CORREO ELECTRÓNICO: planning@berkspa.gov

La persona mencionada anteriormente es nombrada Oficial de Cumplimiento del Título VI y es responsable de la implementación del Programa del Título VI de la MPO. Las personas que tengan preguntas o requieran información adicional relacionada con esta política o la implementación del Programa del Título VI de la MPO deben comunicarse con el Oficial de Cumplimiento del Título VI.

BERKS COUNTY Planning Commission

(610) 478-6300
FAX: (610) 478-6316

Berks County Planning Commission
Berks County Services Center
633 Court Street, 14th Floor
Reading, PA 19601-4309

MEMORANDUM

TO: Berks County Planning Commission
FROM: Amanda Timochenko, Transportation Planner II

RE: Reading Area Transportation Study LRTP Steering Committee Nomination

DATE: July 10, 2024

The Reading Area Transportation Study (RATS) is the federally designated Metropolitan Planning Organization (MPO) for Berks County. RATS facilitates the regionally, performance-based planning process that serves as the basis for spending state and federal transportation funds for improvements to streets, highways, bridges, public transit, bicycle and pedestrian networks allocated to Berks County. Federal and state regulations guide the transportation planning process which ensures a series of interrelated plans and programs are developed that align with federal and state objectives. As part of the transportation planning process, MPOs are required to establish Long Range Transportation Plans (LRTP) that guide transportation and land use decisions over a minimum 20-year horizon.

The Reading MPO FFY 2027-2050 Long Range Transportation Plan update began in October 2023. To initiate the update process, state regulations required that a 30-month kickoff meeting be held with PennDOT Central, PennDOT District 5-0, FHWA, FTA, and other transit agencies as necessary to review the methodology, work tasks, and schedule for the LRTP update process. This meeting was held on October 12, 2023, with MPO staff, District 5-0 staff, PennDOT Central staff, FHWA, and SCTA in attendance.

Federal regulations require that MPOs work cooperatively, continuously, and comprehensively with state and public transportation operators in the development of LRTPs. State regulations further the federal regulations by requiring that MPOs establish a Steering Committee. The Steering Committee should be comprised of representatives from the RATS Coordinating Committee Board, Berks County Planning Commission Board, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), PennDOT Program Center, PennDOT District, South Central Transit Authority, and other stakeholders with interests in the transportation planning process such as passenger rail authorities, airport authorities, freight/logistics representatives, active transportation representatives, and public service agencies.

The Steering Committee will provide regular input and feedback on the LRTP development process and will review/comment on draft work tasks. In addition, the Steering Committee will provide input and feedback on goals, objectives, and policies for the next 20 years covered by the plan.

The next step in the Reading MPO FFY 2027-2050 LRTP development process is to establish the LRTP Steering Committee. The first LRTP Steering Committee meeting is anticipated to be held in August 2024. Invitations to participate on the Steering Committee will be sent out July 22, 2024, with a Doodle Poll link included to establish the best meeting date and time for the majority of participants. The meetings will be held virtually using Microsoft Teams during office hours between 8AM and 5PM. The commitment to this task would be limited to seven or eight meetings scheduled over approximately an 18-month period that would conclude upon LRTP adoption by the RATS

Coordinating Committee in May 2026.

Action

The Berks County Planning Commission transportation planning staff serves as staff to the Reading MPO. As such, MPO staff is requesting that the Berks County Planning Commission members nominate a Board member to participate on the RATS LRTP Steering Committee.

www.countyofberks.com/planning

Reading Area Transportation Study

(610) 478-6300
FAX: (610) 478-6316

c/o Berks County Planning Commission
Berks County Services Center
633 Court Street, 14th Floor
Reading, PA 19601-4309

To: Reading Area Transportation Study Coordinating Committee
From: Amanda Timochenko, Transportation Planner II
Re: FFY 2027-2050 Long Range Transportation Plan Steering Committee Nomination
Date: July 18, 2024

The Reading MPO FFY 2027-2050 Long Range Transportation Plan update began in October 2023. To initiate the update process, state regulations required that a 30-month kickoff meeting be held with PennDOT Central, PennDOT District 5-0, FHWA, FTA, and other transit agencies as necessary to review the methodology, work tasks, and schedule for the LRTP update process. This meeting was held on October 12, 2023, with MPO staff, District 5-0 staff, PennDOT Central staff, FHWA, and SCTA in attendance.

Federal regulations require that MPOs work cooperatively, continuously, and comprehensively with state and public transportation operators in the development of LRTPs. State regulations further the federal regulations by requiring that MPOs establish a Steering Committee. The Steering Committee should be comprised of representatives from the RATS Coordinating Committee Board, Berks County Planning Commission Board, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), PennDOT Program Center, PennDOT District, South Central Transit Authority, and other stakeholders with interests in the transportation planning process such as passenger rail authorities, airport authorities, freight/logistics representatives, active transportation representatives, and public service agencies.

The Steering Committee will provide regular input and feedback on the LRTP development process and will review/comment on draft work tasks. In addition, the Steering Committee will provide input and feedback on goals, objectives, and policies for the next 20 years covered by the plan.

The next step in the Reading MPO FFY 2027-2050 LRTP development process is to establish the LRTP Steering Committee. The first LRTP Steering Committee meeting is anticipated to be held in August 2024. Invitations to participate on the Steering Committee will be sent out July 22, 2024, with a Doodle Poll link included to establish the best meeting date and time for the majority of participants. The meetings will be held virtually using Microsoft Teams during office hours between 8AM and 5PM. The commitment to this task would be limited to seven or eight meetings scheduled over approximately an 18-month period that would conclude upon LRTP adoption in May 2026.

Action
The Reading MPO staff requests that the Coordinating Committee nominate a Board member to participate on the LRTP Steering Committee.

Reading MPO FFY 2027-2050 Long Range Transportation Plan Steering Committee Invitation

Your organization has been identified as a candidate to serve on the Reading MPO LRTP Steering Committee.

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, has initiated an update to its current FFY 2023-2045 Long Range Transportation Plan (LRTP). The LRTP identifies socioeconomic and environmental trends affecting travel, the current state of the County transportation network, and provides recommendations to address current and future needs of the transportation system in Berks County. The primary focus of the plan is to maintain and improve the current transportation system by making better use of existing highway, bridge, and transit facilities while seeking to improve safety, reduce traffic congestion, reduce energy consumption, and reduce motor vehicle emissions. The LRTP helps direct transportation and land use decisions over a minimum 20-year horizon.

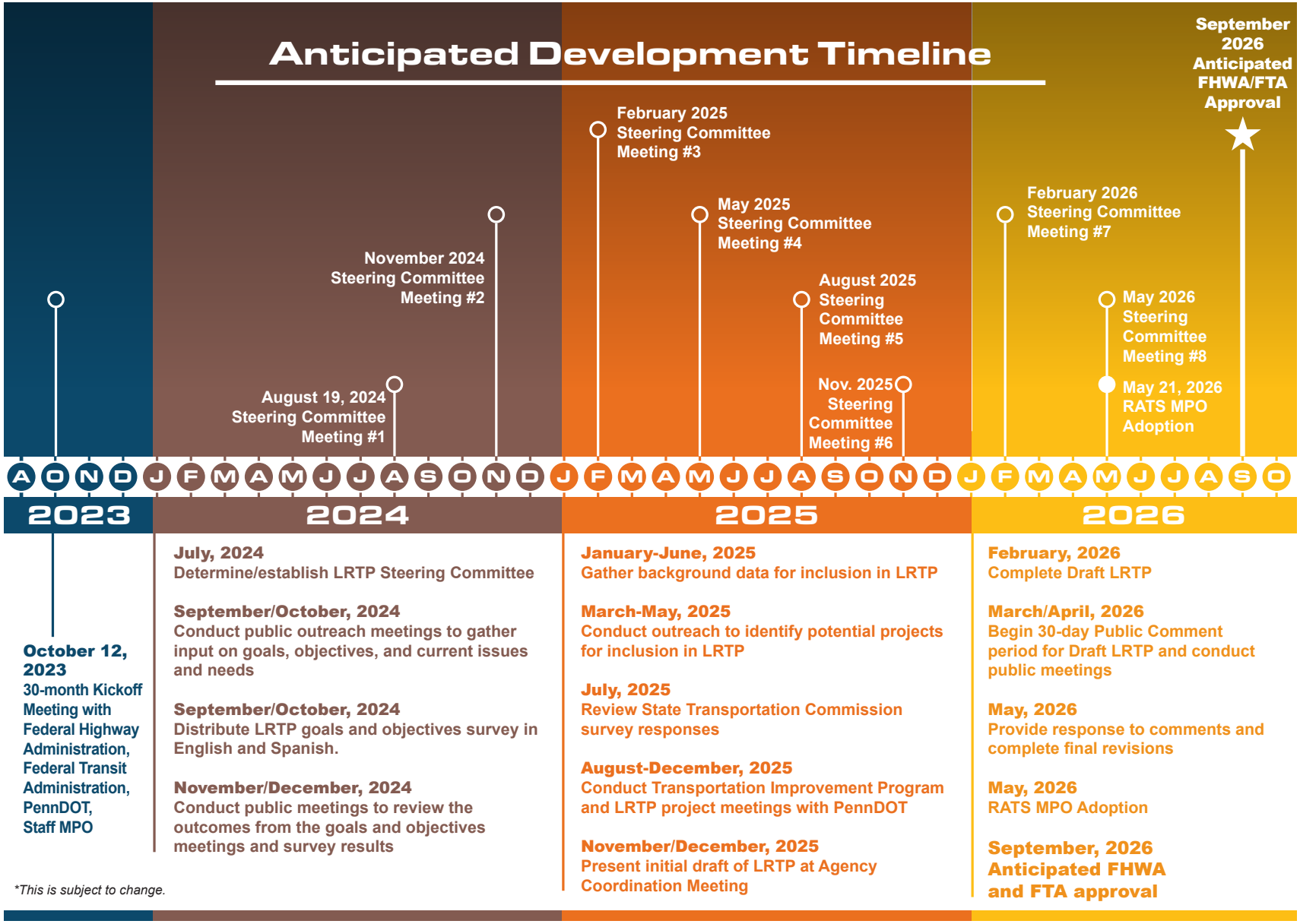
Federal and state regulations require that a Steering Committee be established to provide regular input and feedback on the LRTP development process and review/comment on draft work tasks. The Steering Committee is recommended to consist of representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), PennDOT Program Center, PennDOT District, RATS Coordinating Committee Board, Berks County Planning Commission Board, local transit agencies, and other stakeholders with interests in the transportation planning process such as passenger rail authorities, airport authorities, freight/logistic representatives, active transportation representatives, and public service agencies. The Steering Committee will provide input and feedback on goals, objectives, and policies for the next 20 years covered by the plan. If you or another representative of your organization elect to participate in this process, we estimate that the commitment to this task would be limited to seven or eight daytime (between 8AM and 5PM) virtual meetings using Microsoft Teams scheduled over approximately an 18-month period that would conclude upon LRTP adoption in May 2026.

We would like to hold the first LRTP Steering Committee meeting in August 2024. Please let us know if you are willing to participate on the LRTP Steering Committee by completing a Doodle Poll (https://doodle.com/meeting/participate/id/dwRO0G8b) by no later than July 31, 2024. Upon receipt by participants, a virtual meeting invitation will be sent out via email no later than August 2, 2024. During our initial meeting, we will determine a meeting schedule for the rest of the project duration, review the roles and responsibilities of the LRTP Steering Committee, and identify next steps in the LRTP development process.

If you have any questions, please do not hesitate to contact me via email at atimochenko@berkspa.gov.

We look forward to meeting with you and working with you throughout the development of the Reading MPO FFY 2027-2050 LRTP.

RATS FFY 2027-2050 Long Range Transportation Plan



*This is subject to change.

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #1
AUGUST 19, 2024, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Ed Burns (Burns Logistics Specialists)
Alan Piper (BCPC staff)	Lisha Rowe (RATS Coordinating Committee Board Member)
Lauri Ahlskog (South Central Transit Auth.)	Nick Raio (PennDOT Central Office)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Stephanie Quigley (Abilities in Motion)	Donna Reed (RATS Coordinating Committee Board Member)
Chris Kufro (PennDOT District 5-0)	Elaine Schaefer (Schuylkill River Greenways NHA)
Ron Young (PennDOT District 5-0)	Zachary Tempesco (Reading Reg. Airport)
Ashley Showers (BCPC staff)	Matthew McGough (BCPC staff)
David Hunter (Schuylkill River Passenger Rail Authority)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:02 PM. She welcomed everyone and screen shared a list of attendees. All attendees introduced themselves, their affiliation, and what they hoped to gain from serving on the Steering Committee.

Ms. Timochenko next screen shared a PowerPoint presentation (see attachment at the end of these notes).

She described the organizations participating in the Steering Committee. The Steering Committee participants represent a diverse group of organizations with interests in the future of the transportation system. She mentioned that staff has reached out to our local Spanish speaking organization for representation but have not yet received a response. Efforts will continue to seek representation from the local Spanish speaking community on the Steering Committee. In addition, Ms. Timochenko will continue to seek participation from organizations representing low-income persons.

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update

process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components, by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people*.

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

- Statewide plans applicable to long-range transportation planning include (but are not limited to): Statewide LRTP, Comprehensive Freight Movement Plan, State Rail Plan, Active Transportation Plan, Transportation Asset Management Plan, Regional Operations Plans, Extreme Weather Vulnerability Study, and the Strategic Highway Safety Plan.
- RATS developed plans and programs that must be incorporated into the LRTP include (but are not limited to): Berks County Bicycle and Pedestrian Transportation Plan, the Congestion Management Process, System Condition Reports (annual Pavement & Bridge and Safety), Coordinated Public Transit-Human Services Transportation Plan, SCTA's Transit Development Plan, the FFY 2025-2028 Transportation Improvement Program and included Environmental Justice Summary and Air Quality Conformity Analysis, Public Participation Plan and Limited English Proficiency Plan, and the Title VI Program Plan.
- Berks County developed plans and programs applicable to long-range transportation planning include (but are not limited to): the Berks County Comprehensive Plan 2030 Update, the Greenway, Park & Recreation Plan, Imagine Berks Economic Development Plan, Hazard Mitigation Plan, Solid Waste Management Plan, and the Reading Airport Authority Strategic Master Plan.

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval

Ms. Timochenko reviewed the roles and responsibilities of the Steering Committee. These include:

- Advise on federal and state regulations to ensure compliance.
- Provide system analysis / data.
- Assist in project selection and prioritization.

- Assist in providing cost estimates for new needs.
- Provide technical assistance on public transportation service operations and needs.
- Review components of the plan throughout plan development and provide input and recommendations.
- Assist in public outreach efforts.

The next step in the LRTP development process will be initial public outreach. Staff will conduct in-person meetings in each of the Berks County Planning Commission's (BCPC) five (5) Planning Regions in the County. An additional meeting will be held virtually. This initial outreach would be used to gather input on the Goals and Objectives in the current LRTP (FFY 2023-2045), along with gaining knowledge on current transportation issues experienced by residents and businesses.

A survey will be available in English and Spanish as part of the initial public outreach. Ms. Timochenko screen shared a draft of the survey (survey attached). She reviewed the proposed questions for inclusion in the survey and asked for any questions/comments.

- Mr. Donchez recommended including a question regarding teleworking as it has changed commuting patterns and has implications on transportation funding for roads and bridges as taxes on fuel are a funding mechanism for transportation infrastructure. All agreed to include the question in the survey.
- Mr. Golembiewski asked if the survey was going to be translated into Spanish and available to Spanish-speaking constituents. Ms. Timochenko answered that it would be translated, and we would work with the local Hispanic Center to reach out to the Spanish-speaking community.
- Mr. Burns asked in the MS Teams group chat: "Who gets the Survey / How is it Delivered?" Multiple BCPC staff answered that we currently use multiple methods including direct emails with links, the BCPC website, Facebook (it was noted that Facebook is the only social media platform presently available to County staff), and printed copies available in our office. Additionally, local news media would be sent a press release.
- Ms. Showers asked if the LRTP addresses the issue of agricultural equipment on roadways and bridges. Ms. Timochenko responded that in the survey an objective for Goal #3 (*Economic Development: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities.*) can be added regarding the movement of agricultural equipment on the transportation system. Mr. Mattes commented that in Berks County farming is an economy in and of itself.
- Ms. Showers inquired if an interactive mapping feature would be included as part of the public outreach survey. Ms. Timochenko responded this survey is to set the framework for the Goals and Objectives in the LRTP which will guide the development of the LRTP going forward. We will look to incorporate an online mapping feature that can be used to identify transportation issues later in the development process as we get more 'project specific' in plan development.

- Mr. Burns asked about a launch date for the survey, and how we distribute the survey to the public. Ms. Timochenko responded that it would be released sometime in September. We need to first identify public meeting dates and locations, advertise the public meetings, and also get the survey translated into Spanish.
- Mr. Burns inquired about survey participation from the public outside of Berks County. Since the draft survey has a question regarding zip code, there was concern about someone from outside the County completing the survey. Staff acknowledged that there was no way to completely guarantee that only Berks County residents completed the survey, but filtering by zip code should still yield acceptable results. We are aware that there are always margins of error in surveys.
- Mr. Mattes volunteered to use his network of contacts to help forward the survey. Ms. Timochenko thanked Mr. Mattes and requested that all Steering Committee members would be willing to do the same.
- Ms. Timochenko read an email from Ms. Kenana Zejcirovic (Federal Highway Administration representative, unavailable to attend the meeting). Ms. Zejcirovic made two recommendations. One was to specify which questions were 'required' to be answered. All agreed. Her second recommendation was to add a general question that she's seen in other LRTP surveys: If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be? All agreed that such a question could yield interesting answers and should be included.
- Ms. Timochenko asked if there were any additional questions/comments regarding the survey. None were received.

The Steering Committee's anticipated meeting schedule was the final topic of discussion. It was proposed to meet quarterly, starting with today's meeting, through Plan adoption in May 2026. Ms. Timochenko asked the group if they would prefer to either schedule each meeting individually or use a consistent schedule. After brief discussion it was concluded that the Steering Committee would meet quarterly on the 3rd Monday from 1:00 PM to 2:30 PM. All meetings would be held virtually using Microsoft Teams.

A final call for general questions/comments was placed; none were received. Ms. Timochenko thanked all for their time today and their willingness to participate over the next several months. She finished by announcing the next meeting date: Monday, November 18, 2024, beginning at 1:00 PM, via MS Teams. The meeting concluded at 2:18 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

Reading Area Transportation Study

Long Range Transportation Plan Goals and Objectives Survey

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its current Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year horizon. As part of the initial process, we are asking for your input on the goals and objectives identified in the current plan (County of Berks - 2045 Long Range Transportation Plan (berkspa.gov). The goals and objectives provide the framework for the plan and provide insight on future issues and needs of the Berks County transportation network. Your responses will help us adapt our goals and objectives to the needs of Berks County residents and travelers.

1. What is your zip code?

2. Do you telework (work from home)?
    a. All of the time
    b. Some of the time
    c. Never, I travel to my place of work

3. What transportation issues does your neighborhood currently experience? (Select all that apply)
    a. Congested roads
    b. Lack of connectivity (limited number of ways to get to where I want to go)
    c. Lack of sidewalks or poorly maintained sidewalks
    d. No bicycle lanes or paths
    e. Lack of public transportation options
    f. Other

4. What roadways or bridges in your area do you currently consider problematic and tell us why?

5. What is your primary way to travel?
    a. Drive alone
    b. Walking
    c. Biking
    d. Public transit
    e. Carpooling
    f. Aviation
    g. Other

6. Your decision on your primary way to travel is determined by: (Select all that apply)
    a. Reliability
    b. Accessibility
    c. Location

d. Cost
e. Availability
f. Other

7. **Vision Statement: The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people.** Do you agree that the Vision Statement accurately identifies what we should be trying to achieve for our transportation system over the course of this plan?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with the Vision Statement?

8. **Goal 1: Keep travelers safe and secure, no matter the mode of transportation.** Do you agree that goal 1 is a good goal for our transportation system?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with goal 1?

9. What should we do to achieve goal 1? (Select all that apply)
    a. Reduce the number, frequency, and severity of crashes on our highway system through proper analysis of the transportation system and implement projects to address safety issues for all users (PM1).
    b. Work closely with municipalities, PennDOT and SCTA/BARTA to ensure the safe interaction of vehicles, transit, and bicyclists/pedestrians and other vulnerable road users.
    c. Increase public awareness of construction zone safety hazards for workers and users.
    d. Evaluate proposed development plans for transportation safety issues during both the county review and PennDOT's Highway Occupancy Permit processes.
    e. Educate the public on future transportation projects and changes that may impact safety.
    f. Other

10. **Goal 2: Maintain and improve the transportation system and services we enjoy today where financially feasible.** Do you agree that goal 2 is a good goal for our transportation system?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with goal 2?

11. What should we do to achieve goal 2? (Select all that apply)
    a. Minimize maintenance costs of roadways and bridges through proper routine maintenance planning utilizing PennDOT's Transportation Asset Management Plan (PM2).

b. Improve the effectiveness of the existing transportation system and services.
c. Implement a variety of methods to improve the flow of traffic during peak travel times.
d. Use available transportation funding to maintain a state of good repair for all systems.
e. Major roadway widening or relocation should only be considered if efforts to improve capacity and safety of existing roadways can not meet desired service levels.
f. Reduce congestion, improve air quality, and increase the reliability of the transportation system (PM3).
g. Develop a full range of public transportation options using available funding.
h. Other

12. **Goal 3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities.** Do you agree that goal 3 is a good goal for our transportation system?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with goal 3?

13. What should we do to achieve goal 3? (Select all that apply)
    a. Provide multiple modes of convenient transportation to tourist destinations.
    b. Provide regional bicycle, pedestrian, bus, and rail routes (when feasible/available).
    c. Study implementable solutions that will speed the movement of materials, goods, and people.
    d. Ensure that major activity centers are designed to accommodate a range of transportation modes.
    e. Increase the region's global and national competitiveness by improving and enhancing regional freight infrastructure.
    f. Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.
    g. Support the efforts of the newly created Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.
    h. Coordinate with agricultural community to identify and address obstructions to the movement of equipment and products.
    i. Other

14. **Goal 4: Give travelers a variety of well-designed transportation choices that are in good condition.** Do you agree that goal 4 is a good goal for our transportation system?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with goal 4?

15. What should we do to achieve goal 4? (Select all that apply)
    a. Support projects that expand the county trail and sidewalk network.
    b. Support projects that expand the public transportation network.

c. When designing roadways, include bicycle and pedestrian paths and transit stops where applicable and feasible.
d. Support Transportation Demand Management (TDM) programs such as ridesharing, using public transportation, walking, biking, or working from home.
e. Other

16. **Goal 5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability.** Do you agree that goal 5 is a good goal for our transportation system?
    a. Agree
    b. Neutral
    c. Disagree
        i. Why do you disagree with goal 5?

17. What should we do to achieve goal 5? (Select all that apply)
    a. Maintain the county's air quality attainment status for both ozone and fine particulates.
    b. Work closely with federal, state, municipal and private entities to implement alternative fuels use (i.e. electric, natural gas) throughout our region.
    c. Continue coordination with appropriate agencies to protect and provide resiliency for critical transportation infrastructure against disaster by identifying vulnerable assets and prevention strategies through an updated, current hazard mitigation plan.
    d. Work with all local, regional, state, and federal organizations and agencies to avoid, minimize, or mitigate potential negative impacts from planned projects.
    e. Assist in identification of potential environmental mitigation issues by acquiring, creating, and updating, as needed, geographic information system data layers for use by the implementing agencies and sharing them in a readily accessible format to municipalities.
    f. Work with PennDOT to implement best management practices and mitigation strategies on transportation projects.
    g. Other

18. Are there other goals in addition to the first five goals that you would like to see considered for inclusion in the LRTP?

19. If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?

20. Any additional comments?

Questions 21-24 will help us to understand more about our residents' opinions based on differing demographic data. These questions are optional.

21. What is your age?
    a. Under 25
    b. 25-34

c. 35-44
d. 45-54
e. 55-64
f. 65-74
g. 75+
h. Prefer not to answer

22. What is your gender?
    a. Male
    b. Female
    c. Prefer not to answer

23. What is your race/ethnicity?
    a. White
    b. Black or African American
    c. Hispanic/Latino
    d. Asian
    e. American Indian and Alaskan Native
    f. Native Hawaiian/Other Pacific Islander
    g. Two or more races
    h. Prefer not to answer

24. What is your annual household income?
    a. Less than $30,000
    b. Between $30,000 and $50,000
    c. Between $50,000 and $100,000
    d. Between $100,000 and $250,000
    e. Above $250,000
    f. Prefer not to answer

Thank you for your time and participation!

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #2
NOVEMBER 18, 2024, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Ed Burns (Burns Logistics Specialists)
Alan Piper (BCPC staff)	Lisha Rowe (RATS Coordinating Committee Board Member)
Lauri Ahlskog (South Central Transit Auth.)	Nick Raio (PennDOT Central Office)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Alex Roche (Greater Reading Chamber Alliance)	Donna Reed (RATS Coordinating Committee Board Member)
Keith Boatman (South Central Transit Auth.)	Elaine Schaefer (Schuylkill River Greenways NHA)
Ron Young (PennDOT District 5-0)	Kenana Zejcirovic (FHWA)
Ashley Showers (BCPC staff)	Matthew McGough (BCPC staff)
David Hunter (Schuylkill River Passenger Rail Authority)	Devon Hain (BCPC staff)
Nyomi Evans (PennDOT Central Office)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting.

Ms. Timochenko began by reviewing six LRTP Public Outreach meetings. Four were held throughout the County between October 1 and October 10; one for eastern Berks on October 16th was cancelled due to lack of registration; and a virtual meeting was held on October 15th. In total there were 45 registrants (not including staff) and 25 actual participants. She reviewed the content of the public meetings and summarized the comments received. (**Editors Note: Comments received at the Public Meetings can be viewed in the meeting notes from each meeting.)**

Ms. Timochenko then reviewed the results of the Public Survey. Overall statistics regarding the returned surveys include:

- Roughly 1/3 telework to some extent, while those that did not primarily drove alone
  - Access and location were primary reasons to drive alone
- Congested roadways and lack of bicycle accommodations were primary concerns;
- Major roadways with specific concerns noted included PA 12 and PA 183, US 422 and US 222

It was noted that, at the meetings, most responses pertained to text changes for enhanced readability. Some of those changes included using common synonyms for more 'advanced' language i.e., Resiliency.

There were Survey responses regarding the Vision Statement. One notable response suggested switching the text position of 'goods' and 'people'.

Goal #1: Include an objective that references the need for Emergency Responder access? Define the 'modes' we consider within the Goal. Ms. Timochenko stated that future iterations of the Goals and Objectives will include efforts to make the transportation planning process more understandable to people that do not encounter it every day.

Goal #2: Ms. Timochenko led a discussion on funding and how it is allocated, including discretionary grants. Survey respondents noted that some goals and objectives seem contradictory. She explained how we work to achieve balance in funding and project selection.

Goal #3: Many respondents noted that this Goal is very wordy and suggested splitting into two separate goals; one focused on local/regional issues and one focused on more widespread issues. In the Chat, our FHWA representative agreed.

Goal #4: This was the least-commented on goal. A discussion regarding sidewalks in general, unconnected developments and unmaintained sidewalks occurred. While the LRTP clearly supports sidewalks, their placement is largely a function of mandates contained in municipal Land Development and Zoning ordinances.

Goal #5: Most of the comments on this Goal – and the attached Objectives – focused on condensing to make more concise. There was discussion over the political 'push' toward electrification of the vehicle fleet and the need for electric charging infrastructure to be able to handle it. The Commonwealth's NEVI Plan was discussed.

Question regarding making one change regardless of cost: This survey question highlighted more current issues and needs vs. "grandiose" changes:

- Necessary studies and resultant changes along the PA 183 corridor between US 222 and I-78
- Finishing US 222 North
- Locating a possible interchange on US 222 near Stoudt's Ferry Bridge Road
- Removing/regulating truck traffic on local roads
- Better/more availability of public transportation, particularly in the rural areas
- Better/more connections between modes of transportation including more Park and Ride lots
- Intersection improvements at PA 724 and Gibraltar Road
- Improvements to Shartlesville Road
- Overall improvements to sections of US 422 throughout the County, including the planned US 422 West Shore Bypass reconstruction
- Improvements to PA 12 (Pricetown Road)
- Necessary improvements to the US 422/PA 10/Lancaster Ave. intersection

Ms. Timochenko that the next Steering Committee meeting will have rewritten Goals and Objectives for review. A final call for general questions/comments was placed; the following were received:

- (Chat) Mr. Burns stated that this was a good recap of the survey responses
- Ms. Ahlskog mentioned that SCTA/BARTA does have Park and Ride lots but she is unfamiliar with where they all are and will research further
- (Chat) Mr. Burns questioned how Lottery proceeds 'cover' elderly public transportation. Mr. Boatman explained which services are and are not covered by PA Lottery funds.
- (Chat) Mr. Young placed a web link to PennDOT-maintained Park and Ride lots in the Chat.

Ms. Timochenko outlined the next steps that staff will be undertaking. As data in the current LRTP are updated, they will cover the 2019-2024 time frame. Background data updates will be occurring and will take time. There will be another round of Public Meetings in February/March 2025, possibly in conjunction with the STC's Twelve Year Program update.

Ms. Zejcirovic asked if FHWA/FTA will have an opportunity to review the draft LRTP prior to final Public Input in early 2026? Ms. Timochenko said yes.

Ms. Timochenko thanked all for their time today and announced the next meeting date which is presently scheduled for Monday February 17, 2025. That date coincides with the Presidents Day Holiday and some people including County staff are not working that day. She asked for consensus to move the meeting to Monday, February 24, 2025, beginning at 1:00 PM, via MS Teams. Most attendees concurred. The meeting concluded at 1:46 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #3
FEBRUARY 24, 2025, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Ed Burns (Burns Logistics Specialists)
Lawrence Peterson (PennDOT District 5-0)	Lisha Rowe (RATS Coordinating Committee Board Member)
Lauri Ahlskog (South Central Transit Auth.)	Nick Raio (PennDOT Central Office)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Alex Roche (Greater Reading Chamber Alliance)	Donna Reed (RATS Coordinating Committee Board Member)
Keith Boatman (South Central Transit Auth.)	Elaine Schaefer (Schuylkill River Greenways NHA)
Ron Young (PennDOT District 5-0)	Ronnique Bishop (FHWA)
Ashley Showers (BCPC staff)	Matthew McGough (BCPC staff)
David Hunter (Schuylkill River Passenger Rail Authority)	Devon Hain (BCPC staff)
Nyomi Nonnemaker (PennDOT Central Office)	Chris Kufro (PennDOT District 5-0)
Stephanie Quigley (Abilities in Motion)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting.

(Slide 2) **Summary of Public Meetings & Outreach** Ms. Timochenko began by giving a brief overview of the series of LRTP Public Outreach meetings held throughout the county between October 1 and October 15th. In total there were 45 registrants (not including staff) and 26 actual participants, along with 15 Survey Responses received. Today's discussion is the result of the comments received at those meetings. **(Editor's Note: Slides reviewed by Ms. Timochenko can be accessed here).** Ms. Timochenko then reviewed the following slides which detailed the results of the comments received and staff's responses.

(Slide 3) **Vision Statement** Showed the proposed rewording of the Vision Statement. All agreed with the proposal.
(Slide 4) **Goal 1** No proposed changes; all agreed initially. Mr. Hunter proposed changing "no matter" with "regardless of". Agreement was made on "…secure for all modes of…".
(Slide 5) **Goal 1 – Objective** Showed the proposed rewording of the Objective which condenses the original statement and addresses Performance Measures but does not affect what it says. All agreed with the proposal.

(Slide 6) **Goal 1 – Objective** Reduces the word count of the statement without materially changing the meaning, and also leaves it more encompassing. All agreed with the proposal.
(Slide 7) **Goal 1 – Objective** Removes the word "hazards" as it is implied in the statement. All agreed with the proposal.
(Slide 8) **Goal 1 – Objective** The proposed rewording consolidated the objective; however, the group wanted a slight modification to change "…plans and identify…" to "…plans to identify…". All agreed with the reworded Objective and the modification.
(Slide 9) **Goal 1 – Objective** Initially there were no changes proposed. Mr. Burns commented that the objective as written could inadvertently be pointing out 'lower safety'. Recommendation was made to change the wording to "…that increase safety awareness". All agreed with the proposed amendment.
(Slide 10) **Goal 1 – NEW OBJECTIVE** Ms. Timochenko read the proposed new Objective to be added. A recommendation was made to consolidate the wording to "…efficient emergency vehicle access where…". All agreed with the proposed change and the overall addition of the new Objective.
(Slide 11) **Goal 2 –** Slight rewording was proposed. Mr. Burns recommended changing "fiscal constraints" to "budget". The group decided to keep "fiscal constraints" as it is the terminology used across transportation agencies and in guidance documents. All agreed.
(Slide 12) **Goal 2 – Objective** Slight rewording was proposed. Question regarding the meaning of "effectiveness" within the context of this statement was asked. After some discussion, "effectiveness" was changed to "efficiency". No other comments were received, and all agreed with the proposed rewording.
(Slide 13) **Goal 2 – Objectives** No changes were proposed. All agreed.
(Slide 14) **Goal 2 – Objective** Slight rewording was proposed. Suggestion was made to replace "utilizing" with "using". All agreed.
(Slide 15) **Goal 2 – Objective** This was proposed for removal as it duplicates many other goals/objectives. All agreed to remove it.
(Slide 16) **Goal 3 –** The overall goal was determined to be excessively wordy and proposed to be condensed. All agreed with the proposed rewording.
(Slide 17) **Goal 3 – Objective** Slight rewording was proposed. "People" placed before "Freight", and "freight" to replace "materials, goods". Ms. Showers recommended a further rewording, "Implement best practices that will enable the efficient movement of people and freight". All agreed with Ms. Showers' recommendation.
(Slide 18) **Goal 3 – Objectives** There were originally no proposed changes. It was recommended to remove the words "newly created" from the Schuylkill River Passenger Rail Authority goal, since the Authority has been in existence for three years. All agreed.
(Slide 19) **Goal 3 – Objective** Minor rewording proposed, substituting "Promote" for "Provide". No comments were received.
(Slide 20) **Goal 3 – Objective** The proposal had two parts: Rewording the original statement, and also moving this Objective from Goal 3 to Goal 4. After some discussion, all agreed with both changes.
(Slide 21) **Goal 3 – NEW OBJECTIVE** Adds a new Objective related to the implementation of the newly-adopted Eastern PA Freight Alliance's Regional Freight Plan. All agreed with adding.
(Slide 22) **Goal 4 –** No changes were proposed. All agreed.

(Slide 23) **Goal 4 – Objectives** No changes were originally proposed. Mr. Golembiewski recommended substituting "accommodations" for "paths" in the third goal to avoid the restrictive nature of the current wording. The Objective from Goal 3 (slide 20) was proposed to replace the first and second Objectives due to duplication/repetition. All agreed with the proposed changes.
(Slide 24) **Goal 5 –** This goal needed significant rewording due to overall difficulty in how it read. The proposed rewording was deemed to be just as difficult to read. Several suggested modifications were discussed at length. The final suggestion was to break the overall Goal into one that was smaller, with some of the content turned into individual Objectives that support the revised Goal. It was finally decided that staff would revise this Goal as suggested to state "Enhance the County transportation system to address environmental impacts." The remaining wording from the proposed Goal will become a new Objective that states "Identify transportation system assets that are vulnerable to natural hazards and continue coordination with appropriate agencies to develop protection and recovery strategies through hazard mitigation planning."
(Slide 25) **Goal 5 – Objectives** There were originally no proposed changes. Mr. Golembiewski suggested amending the Air Quality Objective to be more consistent with the current status: Maintain the County's Air Quality attainment status for fine particulates and improve the marginal nonattainment status for Ozone. All agreed with the proposed changes.
(Slide 26) **Goal 5 – Objective** The Objective was proposed for rewording to consolidate it. All agreed with the proposal. This Objective will be combined with the new Objective created from the remaining portion of Goal 5 that became a new Objective.
(Slide 27) **Goal 5 – Objective** The Objective was proposed for minor revision for clarification. Ms. Showers suggested a full rewrite: "Collaborate with local, regional, state and federal organizations and agencies to prevent, minimize, or mitigate potential negative environmental and social impacts from planned projects". All agreed with this rewrite.
(Slide 28) **Goal 5 – Objective** This Objective was condensed for readability purposes. There was discussion regarding the purpose being to provide information prior to reaching any type of mitigation stage of development. Minor rewording was proposed to remove "mitigation" from the Objective. All agreed with the proposal.
(Slide 29) **Goal 5 – Objective** This Objective was slightly revised to incorporate the term "stormwater". All agreed. Mr. Roche made a general comment that putting the Objectives in "plain language" would help in clarifying what they are trying to accomplish. There was general agreement with this.
(Slides 30 and 31) Ms. Timochenko discussed the next round of Public Outreach meetings and proposed schedule. We are considering six (6) public meetings (one each in most of the Planning Regions with two in the Metro Region), and two virtual meetings (morning and evening). We would discuss the revised Goals and Objectives and start to get public input on current and perceived future transportation needs. We are finalizing meeting dates and locations, but are targeting late March and into April. The next Steering Committee meeting would review the outcomes of the second round of Public Meetings and would also have some draft Plan sections for review.

Ms. Timochenko thanked all for their time today and announced the next meeting date is presently scheduled for Monday,
May 19, 2025, beginning at 1:00 PM, via MS Teams. Most attendees concurred. The meeting concluded at 2:30 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #4
MAY 19, 2025, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Ed Burns (Burns Logistics Specialists)
Lawrence Peterson (PennDOT District 5-0)	Lisha Rowe (RATS Coordinating Committee Board Member, Cumru Twp. Commissioner)
Lauri Ahlskog (South Central Transit Auth.)	Donna Reed (RATS Coordinating Committee Board Member, City of Reading Council Pres.)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Nyomi Nonnemaker (PennDOT Central Office)	Alan Piper (BCPC staff)
Stephanie Quigley (Abilities in Motion)	Devon Hain (BCPC staff)
Ron Young (PennDOT District 5-0)	Ronnique Bishop (FHWA)
Zackary Tempesco (Reading Regional Airport)	Matthew McGough (BCPC staff)
David Hunter (Schuylkill River Passenger Rail Authority)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:02 PM. She welcomed everyone and reviewed the agenda for the meeting.

Ms. Timochenko began by showing four (4) different slides that outlined the results of both Public Outreach efforts (fall, 2024 and spring, 2025).

- Slide 1: Map of Berks County showing planning regions and locations of all meetings held. The meetings held in fall 2024 had better attendance. Meetings held in spring 2025 were not as well attended, but we still obtained valuable feedback from all participants.
- Slide 2: A summary of comments from fall 2024 was discussed. The slide had some notable examples of comments.
- Slide 3: A similar summary of comments from spring 2025 was discussed. Again, notable examples of input received were shown.
- Slide 4: Examples of 'non-mappable' comments (i.e., line painting needs) were discussed along with more regional needs.

Mr. Donchez asked if any analysis was undertaken of all comments and any locations that coincided with an existing Transportation Improvement Program (TIP) project? Ms. Timochenko responded that those projects that were identified as TIP projects were still shown on the maps. Additionally, we are awaiting the results from the State Transportation Commission's (STC's)

Twelve Year Program (TYP) survey to combine public input from that effort with what we've received through our outreach. When we get that information a more thorough analysis of requests vs. projects will be undertaken. So far, less than approximately 25% of the publicly requested projects are part of an existing programmed project. Once we receive and analyze the TYP public input, a list will be shared with Mr. Donchez. Mr. Piper made note that some of the public requests were for maintenance-type projects vs. capital projects. Maintenance projects would not necessarily show up on the TIP.

Mr. Tempesco asked if the Reading Regional Airport (RDG) related requests were specific or general requests for restoration of scheduled passenger service? Ms. Timochenko responded that they were general requests for the restoration of scheduled passenger service. Mr. Tempesco offered to host a separate meeting or add time to a Steering Committee agenda to discuss airport-specific issues. He said that RDG is physically ready to receive scheduled passenger service but is not being actively pursued by carriers. RDG needs to 'sell the airport and the community' to attract service. They have been and continue to do so. He further said that offering scheduled service will not initially make any profit for the airport and would have to be subsidized. Would the community be willing to provide those subsidies is a question that would have to be answered. In the regional context that includes Lancaster (LNS), Allentown (ABE), and Harrisburg (HBG), RDG is not yet competitive enough.

After asking for and receiving no additional questions or comments, Ms. Timochenko began to discuss the four (4) draft sections that were sent out. She apologized that the text was not sent out sooner for Committee member review. Upon questioning Committee members, it was confirmed that one (1) week's lead time to review prior to a scheduled meeting is satisfactory to Committee members. Section discussions included:

A. **Aviation:** Ms. Timochenko gave a brief overview of the section then asked for questions/comments. Mr. Donchez mentioned that there were eight (8) private airports on the included chart, but only seven (7) were mapped. Mr. Piper responded that staff would confirm. Mr. Tempesco mentioned that RDG has the only public paved runway in the County; all others listed are grass. We could add a column to the chart to distinguish this characteristic and reduce the amount of text. Additionally, he added that we should consider addressing 'Advanced Air Mobility' concepts that are becoming more prolific such as Unmanned Aerial Vehicles (UAV's, or drones), Vertical Take-Off and Landing (VTOL) and Electric VTOL (EVTOL) vehicles, all with both cargo and passenger capabilities.
B. **Non-Motorized Transportation:** Ms. Timochenko gave a brief overview of the section then asked for questions/comments. Mr. Donchez mentioned that, within the Sidewalks and Pedestrians subsection, PennDOT faces difficulties in convincing municipalities to sign Sidewalk Maintenance Agreements for sidewalks on new/rehabilitated bridges. PennDOT historically does not maintain sidewalks so will not place sidewalks on bridges without maintenance agreements in place. It was suggested that we add generalized language into this section that encourages municipalities to

sign maintenance agreements so sidewalks can be added, and pedestrian networks can be connected. Staff agreed. Next, Mr. Piper mentioned that the paragraph on Micromobility, currently under the Bicycles subsection, should be broken out as its own subsection so more emphasis could be placed on this growing segment of nonmotorized transportation.

C. **Passenger Rail:** Ms. Timochenko gave a brief overview of the section then asked for questions/comments. Ms. Ahlskog mentioned a new private intercity bus provider, FlixBus, is providing service to Philadelphia and other locations in eastern Pennsylvania. They are using the same bus berth in the BARTA Transportation Center that was formerly used by AMTRAK to provide similar service. Mr. Tempesco added that historically airports have also served as bus hubs. Since the LRTP covers a 20-year plan horizon, adding text regarding the consideration of RDG serving as a bus hub could be a future potential interest, particularly if it offers the potential to coordinate with future air service.
D. **Rail Freight:** Ms. Timochenko gave a brief overview of the section then asked for questions/comments. Mr. Donchez asked if the list of rail users was general or prioritized in any way? Mr. McGough stated that is not prioritized as this information was taken directly from information obtained from the Federal Railroad Administration.

There being no further discussion on the draft sections, Ms. Timochenko described some of the next immediate steps in the LRTP development process (in no specific order):

A. Continue developing and revising draft sections.
B. Review public input results from the STC public survey and combine with those we've received from our outreach efforts.
C. Create an online mapping portal for the public to report issues.

Mr. Piper stated that as we begin the process of creating the draft FFY 2027-2030 Transportation Improvement Program (TIP), certain development steps and document sections will run concurrently with the LRTP development. One result of that is that proposed projects can be placed on either the draft TIP, in the draft LRTP, or on a 'concept list'. He also mentioned the challenges incurred with uncertainties in federal funding as the federal legislation that governs funding levels expires in the first year of the TIP/LRTP, so estimating future funding levels is difficult. Ultimately funding levels determine what projects can be programmed and in what time frames.

Ms. Timochenko asked for any additional comments or questions. Hearing none she thanked everyone for their time today and announced the next meeting date is presently scheduled for Monday, August 18, 2025, beginning at 1:00 PM, via MS Teams. The meeting concluded at 1:56 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #5
AUGUST 18, 2025, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Christopher Kufro (PennDOT District 5-0)
Lawrence Peterson (PennDOT District 5-0)	Lisha Rowe (RATS Coordinating Committee Board Member, Cumru Twp. Commissioner)
Lauri Ahlskog (South Central Transit Auth.)	Donna Reed (RATS Coordinating Committee Board Member, City of Reading Council Pres.)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Nick Raio (PennDOT Central Office)	Alan Piper (BCPC staff)
Alex Roche (Greater Reading Chamber Alliance)	Devon Hain (BCPC staff)
Ron Young (PennDOT District 5-0)	Keith Boatman (South Central Transit Auth.)
Zackary Tempesco (Reading Regional Airport)	Matthew McGough (BCPC staff)

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting.

Ms. Timochenko mentioned that staff members would review their draft sections with the Steering Committee. She introduced Devon Hain to review the Berks County specific results from the Pennsylvania State Transportation Commission's (STC) public survey that was conducted in spring, 2025. Some items of note included:

- Out of over 3,700 responses statewide that were mapped, there were 165 mapped issues specific to Berks County.
- The Berks responses referenced various concerns by type: 115 roadway, 24 bridge, 13 biking/walking, 6 transit, 7 freight, and 6 concerns that will be addressed by currently programmed projects.
- There were six (6) specific corridors mentioned (I-78, US 222, US 422, SR 100, SR 183, and SR 1010). Additionally, 87 non-corridor specific Highway and Bridge issues were listed in 30 municipalities; 11 Active Transportation issues were identified in five (5) municipalities; and three (3) Public Transportation issues were identified in Reading and Boyertown.
- The top 3 transportation priorities by rank included Road Pavement, Traffic Flow, and Bridges.
- These results, along with those received in a separate municipal survey, and the issues and needs identified during public outreach meetings will be used as part of the overall

process to guide the project selection process for both the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

- Of note, 44 of the 165 responses were specific to Womelsdorf Borough, highlighting truck impacts within the Borough including tight turns, speeding, and issues at intersections.

Mr. Donchez made note that PennDOT District 5-0 staff have had conversations with MPO staff regarding the issues in Womelsdorf Borough, and "a placeholder" has been added to the draft FFY 2027 -2030 TIP for consideration to add study phase funding.

With no other questions, individual document section discussions followed.

A. **Freight:** Mr. McGough gave a brief overview of the draft Freight section. He discussed the impacts of increasing freight traffic on roadways and in neighborhoods. The role of the Berks County roadway system in freight was discussed. Federal, state and local freight planning efforts were investigated, as were the recently completed Eastern PA Freight Infrastructure Plan and Eastern PA Freight Alliance (EPFA). Non-roadway freight modes were reviewed including rail and air cargo.

   Mr. McGough asked for questions. Mr. Donchez commented that he liked the Truck Parking discussion as it will continue to be a growing concern both nationwide and locally. The appropriateness of asking municipalities to address these concerns in their local zoning and land development ordinances was discussed. Mr. Piper added that this specific recommendation was included in the EPFA Freight Plan, so it will be included. Mr. Donchez then commented specifically about the Freight Workplace Access Policy Actions (page 11, second bullet point, "*Partner with transit operators to identify opportunities to expand workforce access options, including: active transportation improvements; public transit service expansion; and private or public-private partnership van services*". He said that this should be expanded-on based on any prior experiences in the region. Finally, Mr. Tempesco commented that he would attempt to gather data about one particular user at the airport (Quest Diagnostics) as they fly a significant amount of cargo into and out of the airport. He suggested adding a line referencing that "Reading Regional Airport is ready to support increased air cargo operations and intends to market itself as a potential location for air cargo carriers looking to expand their operations in the region."

B. **Transit:** Mr. Golembiewski began the Transit section with an overview of the South Central Transit Authority (SCTA) and their role in overseeing the operations of two separate systems [Red Rose in Lancaster County and Berks Area Regional Transportation Authority (BARTA) in Berks County]. Ridership figures for BARTA were reviewed, which show a general increase and recovery in ridership since the COVID pandemic in 2020. The various planning documents that SCTA is required to undertake were reviewed, including the Transit Development Plan (TDP) in 2024 and the Transit Asset Management Plan (TAMP) in 2025. Mr. Golembiewski noted that another required

planning document, the Public Transportation Agency Safety Plan should have also been included in this discussion but was inadvertently omitted. Staff will be amending this part to include a discussion on the Safety Plan. Other parts of this section that were discussed included more specific ridership demographics for both BARTA fixed route and Special Services divisions as derived from on-board surveys taken as part of the TDP process. Additionally, other transit-like services such as private intercity transit, ride sharing, taxi services, and the CommutePA program were discussed. Mr. Golembiewski asked for any questions; none were given. Mr. Boatman and Ms. Ahlskog from SCTA both expressed their concurrence with the section as written.

C. **Safety:** Ms. Timochenko gave a brief overview of the Safety Section. She mentioned that the RATS Annual Traffic Safety Report highlights many of the statistics shown in this section and is used to develop project recommendations. She went on to discuss relevant Performance Measures (PM) and Targets, and some of the countermeasures used in the field to address those PM's. Various statistics were reviewed, such as crashes, persons and vehicles, crash corridors and locations, trends in crashes, and others. She noted that the data was derived from PennDOT's Pennsylvania Crash Information Tool (PCIT) and the data on PCIT is available to the public. She asked for questions/comments.

   Mr. Donchez noted that the 20-year trend in fatal crashes graph shows an overall decrease, which is great, despite overall increases in Vehicle Miles Travelled (VMT) and vehicle registrations. He also noted that overall, 2020-2024 data show increases in many categories. He asked if we could include a chart that combines the trends in registrations, VMT, and population growth with crashes and the overall trend line. Ms. Timochenko said that can and will be included.

D. **Security:** Ms. Hain gave a brief overview of the Security section. She discussed many of the physical tools deployed that add to the security of the roadway system. These measures include Dynamic Message Signs, cameras, Highway Advisory Radio and associated beacons, and the Freeway Service Patrol. Something new is the addition of access gates at newly reconstructed interchanges along eastern Interstate 78. These are used to restrict access to the Interstate during times of a crash incident or weather incidents and can be closed by local law enforcement. Ms. Hain asked for questions/comments; none were received.

There being no further discussion on the draft sections, Ms. Timochenko described some of the next immediate steps in the LRTP development process (in no specific order):

A. Make changes to the sections as discussed today.
B. Continue developing and revising additional draft sections.
C. Once today's sections are revised and the meeting notes from today are generated, the information will be uploaded to the online LRTP Portal.

The sections to be reviewed by the Steering Committee in November include Amendment Procedures, Congestion Management Process, Issues and Needs, and Roads & Bridges. Additionally, the draft Plan will be presented at an Agency Coordination Meeting (ACM) on December 10th. The next meeting of the LRTP Steering Committee will be on November 17 @ 1:00 p.m. via MS Teams. Mr. Tempesco mentioned an Aviation Career Fair happening at the Reading Regional Airport on October 10th and 11th and invited all to stop in.

Ms. Timochenko asked for any additional comments or questions. Hearing none she thanked everyone for their time and input. The meeting concluded at 2:13 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #6
NOVEMBER 17, 2025, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Christopher Kufro (PennDOT District 5-0)
Lawrence Peterson (PennDOT District 5-0)	Lisha Rowe (RATS Coordinating Committee Board Member, Cumru Twp. Commissioner)
Lauri Ahlskog (South Central Transit Auth.)	Ed Burns (Burns Logistics)
Scott Vottero (PennDOT District 5-0)	David Mattes (BCPC Board Member)
Nick Raio (PennDOT Central Office)	Alan Piper (BCPC staff)
Alex Roche (Greater Reading Chamber Alliance)	Devon Hain (BCPC staff)
Ron Young (PennDOT District 5-0)	Pamela Menet (Schuylkill River Passenger Rail Authority)
Zackary Tempesco (Reading Regional Airport)	Matthew McGough (BCPC staff)
Ashley Showers (Berks County Planning Commission)	Elaine Schaeffer (Schuylkill River National Heritage Area)
Ronnique Bishop (Federal Highway Admin.)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:02 PM. She welcomed everyone and reviewed the agenda for the meeting.

Ms. Timochenko mentioned that staff members would review their draft sections with the Steering Committee. She introduced Mr. McGough to review the Congestion Management Process (CMP) for Berks County. Some items of note included:

- The CMP is required by the Federal Highway Administration (FHWA) based on an Urban Area population >200,000 persons
- It evaluates 33 corridors in the County and helps to feed projects into the LRTP and Transportation Improvement Program (TIP)
- He described the factors used to evaluate the corridors
- Included in the LRTP is a table showing the 'Top 10' most congested corridors based on Travel Time Index (TTI)
    - SR 3023 State Hill Rd. had the highest TTI and is, therefore, considered the most 'congested'
- The CMP is reviewed every two (2) years, with one result being a demonstration of how projects – once completed – affect congestion
- The CMP was just updated and approved in November, 2025

Ms. Menet requested clarification on what determines "congestion"; is it volume or Travel Time Index (TTI)? Mr. McGough explained that TTI is a measure of actual travel times vs. expected times based on 'free flow' conditions. Actual traffic volumes may be higher on certain roadways, but if the roadway has the capacity (freeway vs. local, for example) then higher volumes may be able to be accommodated. TTI is a more realistic measure of actual conditions vs. just traffic volumes.

Ms. Showers asked if any mapping of the 'Top 10 Congested Corridors' was available. Mr. McGough replied that a countywide map of the corridors is included in the LRTP and the individual corridor maps are available in the recently approved Congestion Management Process.

Next, Ms. Hain described the 'Roads and Bridges' section. This section describes the physical condition of the roadway and bridge system, with overviews by several descriptors including Functional Class, National Highway System status, Intermodal Connectors, Daily Vehicle Miles Traveled (DVMT), and ownership. Several maps are included which give graphic representation of many of those attributes. Additional attributes of the system discussed include International Roughness Index (IRI), Bridge Deck Condition, and ownership (local vs. state). Charts showing the number of Licensed Drivers in Berks County were also shared. Additional road and bridge information is found in the *RATS Annual Pavement and Bridge Condition Report, 2020-2024* that was adopted by the MPO in November 2025. The annual report helps guide investment decisions through identification and analysis of Berks County roads and bridges and aids in determining potential projects for inclusion in the RATS TIP and LRTP.

Mr. Donchez requested several text clarifications including:

- Explaining that the percentage of roads (by various factors) should be described by roadway mileage, not the number of roads
- Bridge inspections are completed on a two (2)-year cycle at a minimum, with increased frequency as needed
- The Traffic Volume map appears to have several roadways showing low volumes. (STAFF NOTE: It was later determined that incomplete volumes were shown on many of the divided highways in the County, as only a single direction of volume was captured by GIS. These discrepancies will be fixed by staff).

Ms. Timochenko reviewed the 'Issues and Needs' section next. This can be considered a brief synopsis of the many challenges that face the transportation system in Berks County. All the items discussed in this section are further expanded upon throughout the document. The issues and needs discussed were wide-ranging in scope including: current federal funding legislation and the need for reauthorization in the next fiscal year; safety and modernization of the transportation system; crashes and young drivers; the installation of roundabouts which are a federal proven safety countermeasure; truck parking; increases in truck and freight movement

locally and regionally; maintenance of the system, both state and local roads and bridges; strategic capacity improvements; increase in Alternative Fuels vehicles and road user charges; automated vehicles; electric micromobility; passenger rail restoration, aviation and the Reading Regional Airport; and funding for local bridges.

Ms. Showers asked how these issues and needs were identified. Ms. Timochenko explained how they came about through public comments, federal and state mandates, and in completing the background sections of the draft LRTP that analyzes data relating to these issues and needs.

Ms. Schaeffer described how the need for investments in nonmotorized transportation should include investments in the multi-county trail system, specifically the Schuylkill River Trail (SRT). Staff acknowledged the role that the SRT plays in the countywide trail system for both recreation and transportation. Mr. Piper further offered that the Delaware Valley Regional Planning Commission (DRVPC) will make funding available for trail needs outside of their planning area, beginning in 2026. Sections of the trail in Berks County would be considered eligible for DVRPC funding.

Mr. Golembiewski discussed the 'Amendment Procedures' section next. Though only a few pages, this section needed to be updated. It describes the processes that must be followed for formal changes to the LRTP. Mr. Piper noted that there has only ever been one LRTP amendment. That was for a Transit project, and that was many years ago. There are two (2) types of formal changes that can occur to the LRTP:

- Administrative Modification happens when a minor change in the project is equal or less than ten (10) percent of the total project/phase cost; adding a new phase or changing the timing of a listed project that would move it from one time band to another, if that movement does not affect air quality conformity determination.
- Plan Amendment is a major revision to the LRTP. Actions that could warrant an Amendment include but are not limited to:
    - Adding a new project where no phases of the project are listed
    - A change in any project that affects its Air Quality significance
    - Deleting projects from the plan
    - Significant changes to project costs (greater than 10% of the project or phase cost), start dates (which may require an updated air quality conformity determination), or design concepts and scopes (eg., changing project termini, changing the number of traffic through lanes) for existing projects.

Mr. Golembiewski questioned Ms. Bishop (FHWA) regarding the second bullet point under the Administrative Modification section (*Identification of planned use of federal funds for the existing cost feasible plan projects if federal funds are not initially programed for a project but are added to a project funded with only state or local funds in the adopted LRTP*). Mr. Porochniak (FHWA) had requested clarification on this point. Mr. Golembiewski responded that the bullet point

should probably be removed and requested final guidance from Ms. Bishop. She responded that she would speak with Mr. Porochniak and get back to us.

Mr. Golembiewski explained that Administrative Modifications do not require any type of formal public involvement, but Plan Amendments have public involvement requirements that must follow the MPO's *Public Participation Plan*. If the proposed Amendment could potentially have an adverse air quality conformity impact, there is a separate process that must be undertaken – including the issuance of a Conformity Report. A Conformity Report must be included with the public input documents and approved by the MPO prior to submitting to various federal agencies for their approval. It was noted that Plan Amendments will:

- Require an update to the revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information. These estimates must demonstrate that the change preserves the financial feasibility of the plan.
- Provide a purpose and need for the change. This should include supporting data and analysis.
- Determine if a proposed project is Air Quality (AQ) significant. The proposed project will be submitted to the PA Interagency Consultation Group (ICG) for that determination and, if so determined to be AQ significant, perform the required travel demand and air quality conformity modeling and prepare the requisite *Air Quality Conformity Report*.
- Follow a public involvement period consistent with the *RATS Public Participation Plan*. This includes review of the full draft proposal and the *Air Quality Conformity Report* (if required), followed by a 30-day public input period. Staff will review and respond to any comments received, and then the amendment will be adopted by a recorded majority vote of the RATS Coordinating Committee at a publicly advertised meeting.

Next, Mr. Piper described the Project Development Process. He reviewed the detailed process of updating and funding the draft FFY 2027-2030 Transportation Improvement Program (TIP) and draft FFY 2027-2050 LRTP. He reviewed the various projects, costs, funding, and issues facing many of the projects. It was noted that this draft TIP is "maintaining the status-quo", meaning most projects are carrying-over from the current FFY 2025-2028 TIP, with very few new projects being added but several changes to existing projects were occurring. One item of note is the additional $335,000/year Urban funding from DRVPC resulting from the Census defined Philadelphia Urban Area extending into Berks County. Mr. Piper then discussed several individual projects.

The LRTP is not about only roadways and bridges. Staff consulted with South Central Transit Authority (SCTA) regarding their 20-year Capital Improvements Program. That Program will be incorporated into the LRTP. Similarly, the Master Plan and Capital Improvement Plan for the Reading Regional Airport will also be incorporated.

Ms. Timochenko mentioned that TIP updates include projects derived from the LRTP. There are three (3) time frames that are used with these related documents:

- TIP = Short Term in the LRTP (first 4 years)
- TYP = Mid Term (next 8 years), part of the state's Twelve-Year Program (TYP)
- Late = The final 8 years and beyond of the LRTP

The final topic of discussion by Ms. Timochenko was related to our Next Steps:

- Presenting the draft LRTP, including the draft project list, at the quarterly Agency Coordination Meeting (ACM) on December 10th. ACM is a group of environmental related organizations, PennDOT representatives, Federal Highway Administration representatives and other MPOs that review items such as specific high impact projects and draft MPO LRTPs to identify potential environmental impacts to natural resources, agricultural lands, and historic resources. ACM reviews the draft LRTP against those resources and looks to see if we missed anything within our analysis that may need to be addressed. The overall goal is to avoid those resources and, if they cannot be avoided, look to mitigate any effects to them.
- Planning our next meeting. Presently the next scheduled meeting would be held on February 16, 2026. That happens to be the President's Day Holiday when MPO staff would not be available. After discussion it was decided to move the next scheduled meeting to Monday February 9, 2026, starting at 1:00 p.m.
- Discussing the possibility of an interim Steering Committee meeting in January. After discussion it was decided that an additional meeting would be held on January 26, 2026, at 1:00 p.m.
- A link to the final formatted draft LRTP would be provided to all Steering Committee members on or before February 26, 2026.

Ms. Timochenko asked for any additional comments or questions. Hearing none she thanked everyone for their time and input. The meeting concluded at 2:32 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #7
JANUARY 28, 2026, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Zackary Tempesco (Reading Regional Airport)
Donna Reed (RATS Coordinating Committee Board Member, Reading City Council Pres.)	Lisha Rowe (RATS Coordinating Committee Board Member, Cumru Twp. Commissioner)
Lauri Ahlskog (South Central Transit Auth.)	Ed Burns (Burns Logistics)
Scott Vottero (PennDOT District 5-0)	Matthew McGough (BCPC staff)
Nyomi Nonnemaker (PennDOT Central Office)	Alan Piper (BCPC staff)
Alex Roche (Greater Reading Chamber Alliance)	Devon Hain (BCPC staff)
Ronnique Bishop (Federal Highway Administration)	Elaine Schaeffer (Schuylkill River National Heritage Area)
Ron Young (PennDOT District 5-0)	

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting. There will be three (3) sections reviewed today: Introduction, Environmental Integration, and Public Participation.

Ms. Timochenko reviewed the Introduction Section first. Notable discussion items in this section include:

- What must be included in the LRTP
- The Vision Statement as adopted by the MPO
- Who is RATS, the various committees and staff, and the history of the MPO
- A history of the LRTP, local needs, and current focus issues
    - Asset Management and Fiscal Constraint
    - Federal legislation to be addressed and the LRTP's consistency with it
    - How the current federal legislation [Infrastructure Investment and Jobs Act (IIJA)] ends on September 30, 2026, and the effect of 'flat' federal funding assumptions made for time periods after that date
- State legislative requirements and consistency with them
- Consistency with the Berks County Comprehensive Plan
- The LRTP Steering Committee structure, membership, and function
- The Public Participation Process and Plan Adoption processes

Ms. Rowe commented that the wealth of information in this section "…was amazing…", as it was easy to read and thought it was overall a great introduction into the LRTP document and process.

Mr. Donchez commented that the first page should mention the Federal Gasoline Tax has not been raised since 1993 which has a large effect on federal funding (the primary source of funds), and while the State raised its gas tax in 2023 that was repealed. Also, on Page 3, a definition/explanation of what a

Transportation Management Area (TMA) should be included (Census-defined Urban Area with a population >200,000 persons, but also additional planning requirements).

With no other questions or comments, the Environmental Integration Section was reviewed next. This section discusses environmental impacts that must be considered in the project planning process and possible mitigation strategies for those impacts. Federal and state laws that need to be addressed as part of the process include but are not limited to:

- National Environmental Policy Act (NEPA)
- Clean Air Act Amendments of 1991
- Clean water legislation
- Stormwater legislation
- Noise impacts
- Wetlands
- Agricultural and historic preservation

The PennDOT Connects process gives municipal officials the opportunity to highlight local plans and priorities early in the project planning process. Additionally, Geographic Information Systems (GIS) inform the process with mapped features of many types. The overall goal of the environmental review process is to avoid negative impacts as much as possible and mitigate where necessary.

Ms. Timochenko shared a '**Potential Project Impacts'** chart that displayed the number of projects that had various environmental impacts. The "Top 3" impacts were PA Act 167 (Stormwater), Prime Agricultural Soils, and Flood Plains.

The goal of Resiliency in this section is to minimize the impacts of extreme weather events and natural disasters to the transportation system. There was coordination with the Berks County Department of Emergency Services (DES) that included a Historical Events review that documents previous natural weather events that impacted Berks County. Additionally, there was coordination with PennDOT's *Extreme Weather Vulnerability* study.

Ms. Bishop questioned whether this section was to satisfy the appropriate Federal Planning Factors. Ms. Timochenko confirmed that it was. Ms. Bishop then asked what the MPO's 'environmental resource inventory' is? She would like to see that statement expanded upon. Mr. Golembiewski mentioned that BCPC / MPO staff maintains an extensive GIS library of environmentally related layers that make up that inventory. Ms. Bishop was satisfied with that explanation.

The Public Participation section was next to be reviewed. This section reiterates the relevant content of the MPO's *Public Participation Plan* as it relates to what specifically is required for the LRTP and how those requirements are related to certain Executive Orders. There are specific yet similar processes for the LRTP and TIP, including the requirement to have the *Air Quality Conformity Determination Report* completed for inclusion in the Public Input process. (EDITORS NOTE: The *Air Quality Conformity Determination Report* will be discussed in further detail during the Travel Demand Modeling and Air Quality Conformity sections to be reviewed at the February 9, 2026 meeting).

Mr. Donchez mentioned on Page 1, last paragraph, a grammatical error (too many 'communities'). Sentence will be corrected. Ms. Bishop requested that the reference to Executive Order 12898 related to Environmental Justice be removed based on current Executive Orders. Additionally, a typographical error needed to be corrected (Title VIA).

Ms. Timochenko made mention of the Agency Coordination Meeting (ACM) presentation that was made on December 10, 2025. The presentation went well with few negative comments; many were very positive. A wide range of natural resources were reviewed. A request was made by the Meeting attendees to include Important Bird Areas and Naturally Reproducing Trout Streams in various analyses. Additionally, a discussion on Wildlife Crossings needs to be included. Since PennDOT's draft guidance is not yet finalized, we should include our own, which at least references PennDOT's *Design Manual #2* (DM2) which does mandate wildlife crossing reviews at the project level and references relevant safety issues.

Ms. Timochenko asked for questions and comments; none were offered. She next discussed the Next Steps in the LRTP process:

- The final sections will be reviewed at the next Steering Committee meeting on February 9th
- The LRTP is being created in conjunction with the Transportation Improvement Program (TIP)
- The travel demand and air quality modeling processes and conformity determination will be undertaken in the next few weeks
- MPO Board approval for release and to begin Public Input and Comment period is anticipated for March 19, with the Public Comment Period to take place (tentatively) March 22 – April 24
- Four (4) public meetings will be held
    - 4/7, 1:30 p.m., Berks County South Campus (in-person only)
    - 4/14, 6:00 p.m., Berks County Agricultural Center (in-person only)
    - 4/21, 11:00 a.m. AND 6:00 p.m. (virtual only)

The next Steering Committee meeting will take place on February 9, 2026, starting at 1:00 p.m. To be reviewed will be all of Chapter 4 (Recommendations, Performance Measures, Federal Planning Factors, Project listing, other items), and the Demographics and Economics section.

The full, final draft of the LRTP will go to the group when completed for a final review.

Ms. Timochenko asked for any additional comments or questions. Hearing none she thanked everyone for their time and input. The meeting concluded at 1:43 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN
STEERING COMMITTEE MEETING #8
FEBRUARY 9, 2026, VIA MICROSOFT TEAMS

Attendance:

Amanda Timochenko (BCPC staff)	Michael Donchez (PennDOT District 5-0)
Michael Golembiewski (BCPC staff)	Zackary Tempesco (Reading Regional Airport)
Donna Reed (RATS Coordinating Committee Board Member, Reading City Council Pres.)	Lisha Rowe (RATS Coordinating Committee Board Member, Cumru Twp. Commissioner)
Lauri Ahlskog (South Central Transit Auth.)	Ed Burns (Burns Logistics)
Chris Kufro (PennDOT District 5-0)	Matthew McGough (BCPC staff)
Nyomi Nonnemaker (PennDOT Central Office)	Alan Piper (BCPC staff)
Alex Roche (Greater Reading Chamber Alliance)	Devon Hain (BCPC staff)
Ron Young (PennDOT District 5-0)	Pamela Menet (Berks County Economic Development)
Lawrence Peterson (PennDOT District 5-0)	Elaine Schaeffer (Schuylkill River National Heritage Area)
David Mattes (BCPC Board Member)	Nick Raio (PennDOT Central Office)

Meeting Notes:

Ms. Timochenko started the meeting at 1:01 PM. She welcomed everyone and reviewed the agenda for the meeting. There will be three (3) sections reviewed today: Demographics & Economics, Travel Demand Modeling & Air Quality Conformity, and Goals & Strategic Performance Measures, along with several draft Maps.

Mr. McGough reviewed the Demographics & Economics section first. Notable discussion items in this section include:

- Current population trends and population projections
- Urban vs. Rural population (Note: Ms. Menet commented that the US Dept. of Agriculture uses different metrics to determine Urban vs. Rural)
- Other demographic components of the population including
    - Households and composition
    - Income and Poverty
    - Elderly
    - Disabled
    - Limited English Proficient
    - Zero Vehicle Households
- All the above factors have effects on the transportation and transit networks, travel needs, and changes that may affect future travel

Next, Mr. McGough reviewed the Economy section with highlights that included

- How changes in Economy affects regional traffic
- Employment and Unemployment trends, and employment projections
- The County's and regional Gross Domestic Product (GDP)

- Commuting patterns (distances and locations)
- Mode of travel (Single vehicle, carpool, transit, bike/walk) and travel times
- Major traffic generators

Mr. Donchez made several comments including

- It would be beneficial to sort the various tables in descending order (numeric versus alphabetically) as it would better highlight where Berks County ranks
- *Berks County 2021 Annual Averages* table, please check the math as there appear to be some errors in calculations
- *Top 25 Employers* table, why is Kutztown University not included? Mr. Piper noted that it is included in the #18 entry (PA State System of Higher Education)
- Referencing the bar graph, the second paragraph above it should include a discussion on the emergence of E-Commerce and resulting fewer 'brick and mortar' stores and the effects of e-commerce on traffic
- Question regarding the *Persons per Household by Municipality* (Map #3), why is western Berks so high in household size? Is it due to large farmsteads, or the effect that a low number of households has on the calculation. Same could be considered in Hereford Township and New Morgan Borough

Ms. Menet asked why the American Community Survey (ACS) was used so extensively for data when there are other sources available. She specifically highlighted a report recently approved by the Berks County Workforce Development Board (WDB) pertaining to future workforce development. Mr. Golembiewski responded that to get data at the municipal level, the ACS 5-year Survey is the most consistently updated and the most comprehensive of the data reported. While certain items like the WDB's report can be valuable – and we will include a reference in the LRTP – we use ACS primarily for consistency between both municipal and county data.

With no other questions or comments, Mr. Golembiewski reviewed the Travel Demand Modeling & Air Quality Conformity section. He began by giving an overview of the Berks County Travel Demand Forecasting Model (BCTM) including its history, why it's required, some of its components and how it works. Output from the BCTM is forwarded to a consultant who runs the USEPA's 5th-generation Motor Vehicle Emissions Simulator (MOVES5), which is required based on the Clean Air Act Amendments of 1990. The MOVES5 model uses BCTM traffic information to generate estimates of pollutants that contribute to ground level ozone.

RATS is required by the CAAA to prove that future transportation plans and projects do not increase levels of ozone-creating pollutants; using the BCTM and MOVES5 are how we accomplish that. The Air Quality Conformity process (Conformity) involves coding future roadway projects into the BCTM, running the model, then taking the resultant output and using it as input into USEPA's MOVES5 air quality model. The resulting amount of pollutants created by the roadway network is compared to emissions 'budgets' – allowable limits of motor vehicle pollution – to ensure that planned projects don't add to overall vehicle emissions. Should emissions exceed the budgets, then the overall grouping of plans and projects would need to be adjusted and the models re-run to ensure exceedances do not occur.

Mr. Golembiewski discussed the various National Ambient Air Quality Standards (NAAQS) that have affected Berks now or in the past:

- 1997 and 2008 8-Hour Ozone
- 2015 8-Hour Ozone

- 1997 Annual PM2.5 and 2006 24-Hour PM 2.5
- 2012 annual PM2.5

At one time we were designated as 'nonattainment' and therefore responsible for modeling against the 1997 Annual PM2.5 standard. Subsequently, Berks was designated as 'in attainment' as of the updated 2006 24-hour PM2.5 standard and, effective April 2015, is no longer responsible for modeling PM2.5.

At present, we are still considered nonattainment against the 2008 Ozone standard and, therefore, model the 'criteria pollutants' [Oxides of Nitrogen (Nox) and Volatile Organic Compounds (VOCs)] against the aforementioned Emission Budgets. There is a more stringent 2015 8-hour Ozone NAAQS, but numerous court cases nationwide have delayed the implementation of that standard.

Finally, the actual analysis was discussed. The models must be run (for the current TIP and LRTP) for three (3) analysis years: 2030, 2040, and 2050. Based on FHWA guidance, these years are chosen as (2030) a year within the draft TIP; (2050) the last year of the LRTP; and (2040) an interim year that is no more than 10 years beyond prior analysis years. Regionally significant highway projects are coded into the respective years based on the year they are expected to be substantially complete and open to traffic. The resulting pollutant estimates are reviewed against the budgets and either a 'Pass' or 'Fail' for each year are issued, thus resulting in a final conformity determination.

Mr. Donchez had the only comment, asking that examples of PM2.5 (i.e., brake dust, tire wear) be added to the text to provide context. Staff agreed.

With no other questions or comments, Ms. Timochenko reviewed the Goals and Strategic Performance Measures section. This section builds on all of the background information, federal requirements, and various processes to ultimately assemble project lists. Items included are:

- Goals and Objectives and how they relate to ten (10) Federal Planning Factors
- Project prioritization strategies and federal Performance Measures (PM's), along with funding sources pertinent to those PM's
- FHWA's Transportation Performance Management (TPM), including nationwide Goals, Performance-Based Planning and Programming and associated PM's and related target setting
    - PM-1, Safety, and how the LRTP and project selection works toward meeting PM-1 targets
    - PM-2, System Conditions, and how the LRTP and project selection works toward meeting PM-2 targets
    - PM-3, Congestion, hand how the LRTP and project selection works toward meeting PM-3 targets
- Transit PM's and related targets, as set by SCTA

Various initiatives and key projects (Highway/Bridge and Transit) by period were discussed. Related to this, the Financial Plan was reviewed. Numerous issues include

- Issues related to federal transportation reauthorization or extension of the current Infrastructure Investment and Jobs Act (IIJA) which ends on September 30, 2026
- Without reauthorization, we cannot assume more federal funding than already authorized
- Longer-range time periods show many line items due to the difficulty of programming projects so far out, due to lack of funding estimates, inflation effects, and other factors
- Financial tables from the Reading Regional Airport's Capital Improvement Program have been included in the LRTP

- Due to the uncertainty surrounding future funding, a list of 'unfunded projects' is included. This can be considered our 'wish list' of projects to be considered in future updates of the LRTP and TIP
- The Schuylkill River Passenger Rail Authority's (SRPRA) Passenger Rail project is identified in the LRTP but is presently outside of any TIP/LRTP funding streams
- The statewide Interstate Maintenance (IM) TIP items are listed on our TIP only but are not funded out of any RATS allocations
- The SCTA/BARTA Capital Improvement Program is attached

Discussion regarding several of the maps ensued. Mr. Piper mentioned that the IM TIP projects shown are considered Draft, since the final IM TIP has not yet been released by PennDOT. Also, PA Turnpike projects are shown but need to be added to the Bridge and IM project lists as the are funded completely by Turnpike funds and not TIP allocations.

Mr. Raio mentioned the PM discussion, specifically PM-1. The header information in the table had a wrong date; 2024 Safety Measures and Targets should read 2026. Staff will correct the text.

Public Outreach and next steps were the last to be discussed. Staff noted that a full draft of the LRTP document is being prepared and will be sent to the Steering Committee members when completed for their feedback. Additionally:

- The formal Public Input and Comment period is anticipated to take place from March 22 – April 24, with the advertisement running (English and Spanish) in the Sunday (3/22) *Reading Eagle*
- Four (4) public meetings are anticipated to be held
    - 4/7, 1:30 p.m., Berks County South Campus (in-person only)
    - 4/14, 6:00 p.m., Berks County Agricultural Center (in-person only)
    - 4/21, 11:00 a.m. AND 6:00 p.m. (virtual only)

This was the last scheduled Steering Committee meeting. Ms. Timochenko extended to the members her gratitude for their participation and attention to the materials. Their participation made staff's jobs much easier. A number of members expressed their thanks to Ms. Timochenko for presiding over the Committee. The meeting concluded at approximately 2:30 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

Reading Area Transportation Study (RATS)

FFY 2027-2050
Long Range Transportation Plan Update

Agency Coordination Meeting
December 10, 2025

1

LRTP Overview

- Update to FFY 2023-2045 LRTP, adopted 2022
- LRTP Steering Committee
- Public outreach
- Fiscally constrained
- Addresses the 10 Federal planning factors

Federal Planning Factors
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
Increase the safety of the transportation system for motorized and non-motorized users.
Increase the security of the transportation system for motorized and non-motorized users.
Increase accessibility and mobility of people and freight.
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
Promote efficient system management and operation.
Emphasize the preservation of the existing transportation system.
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
Enhance travel and tourism.

2

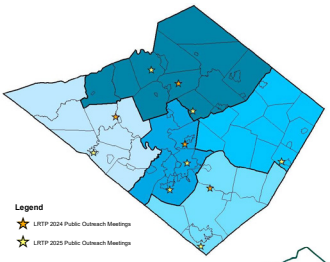
LRTP Steering Committee Participating Organizations

Berks County Planning Commission	Reading Area Transportation Study	Federal Highway Administration	Federal Transit Administration	PennDOT District 5-0
PennDOT Central	South Central Transit Authority	Reading Regional Airport Authority	Schuylkill River Passenger Rail Authority	Schuylkill River Greenways Association
	Abilities in Motion	Greater Reading Chamber Alliance	Freight Representatives (Penske, Burns Logistics)	

3

Public Outreach

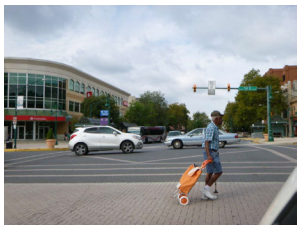
- 2 rounds of initial public outreach – total of 14 meetings
- 165 responses from STC 12 – Year Program Update survey
- Municipality solicitation – 6 project request responses
- Agency Coordination Meeting – 12/10/25
- Minimum of 2 public meetings during public comment period – April 2026



4

LRTP Goals

- Keep travelers safe and secure, for all modes of transportation
- Maintain and improve the existing multimodal transportation system and services within fiscal constraints.
- Invest in projects that strengthen and enhance economic development and tourism opportunities.
- Give travelers a variety of well-designed transportation choices that are in good condition.
- Enhance the County transportation system to address environmental impacts.



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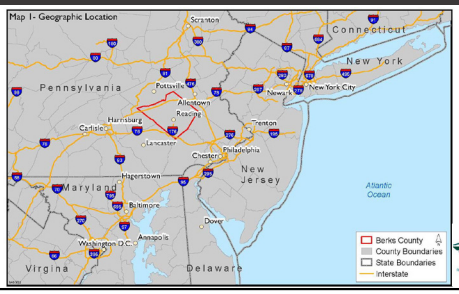
Location – Berks County



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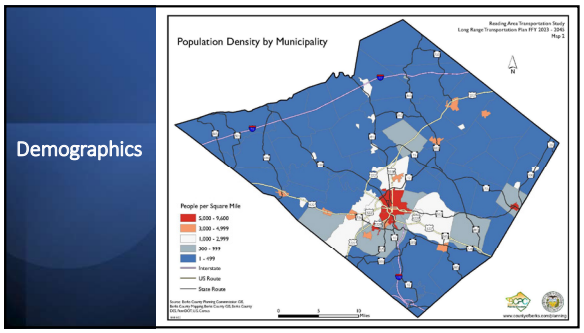
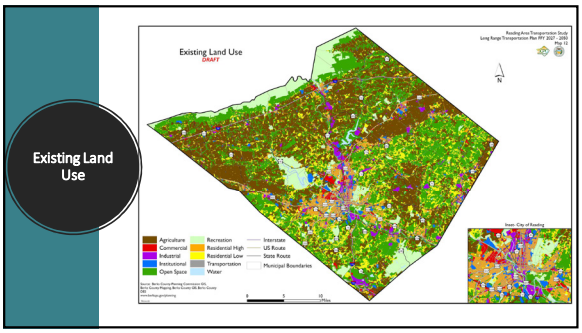

Demographics
Population Density by Municipality

7


Existing Land Use
Existing Land Use
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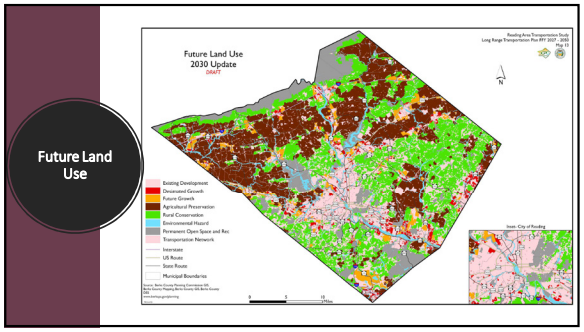
Future Land Use
Future Land Use
2030 Update
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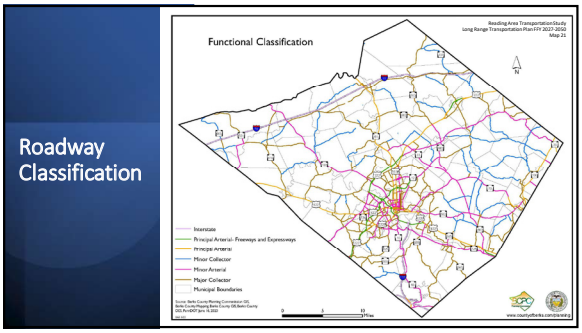
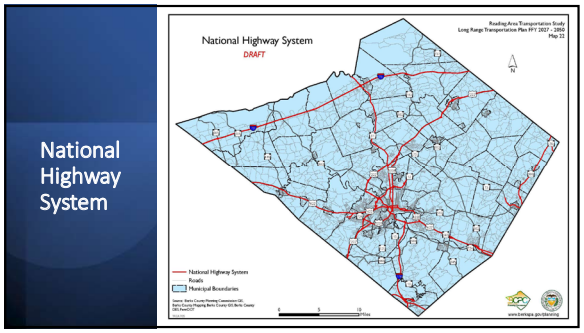

Roadway Classification
Functional Classification

10


National Highway System
National Highway System
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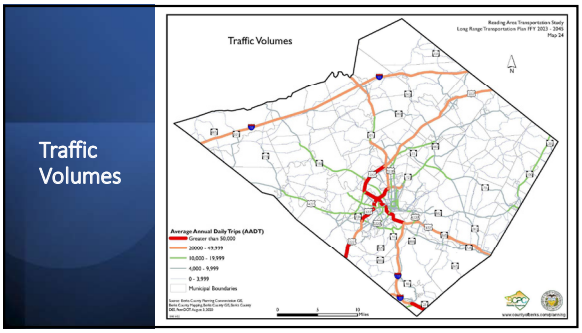
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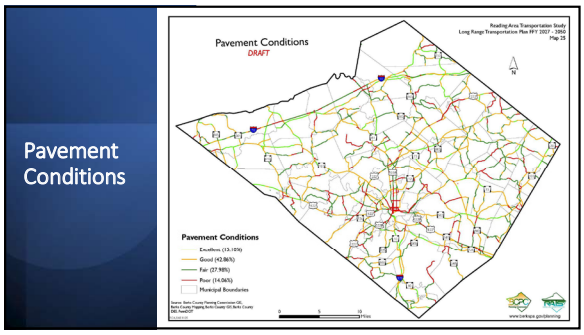

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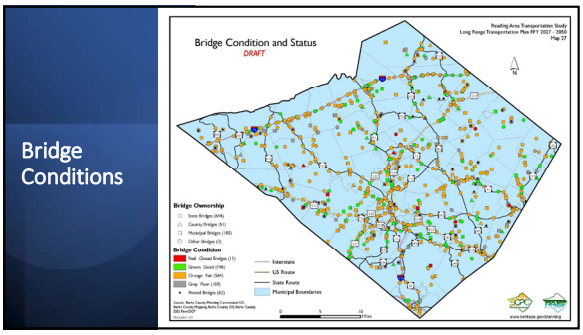

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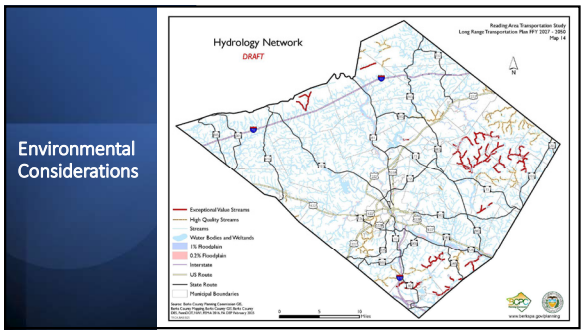

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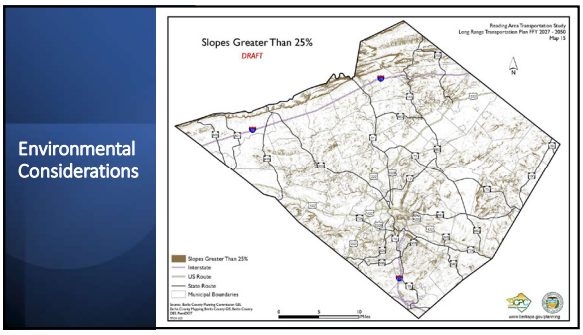

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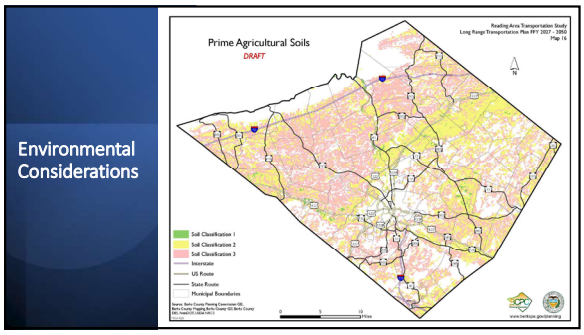

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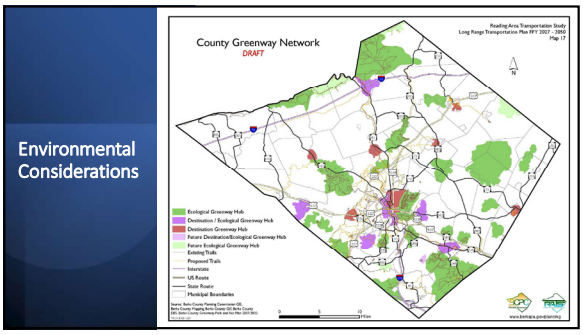

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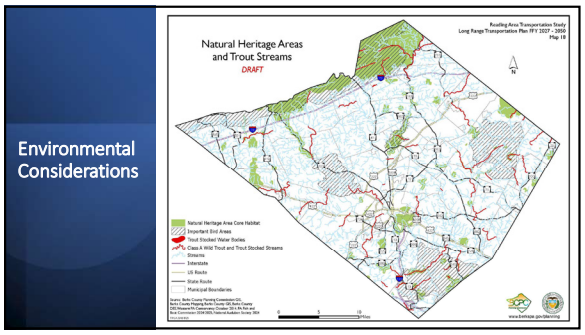

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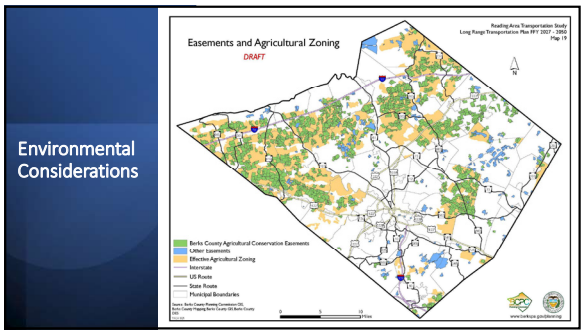

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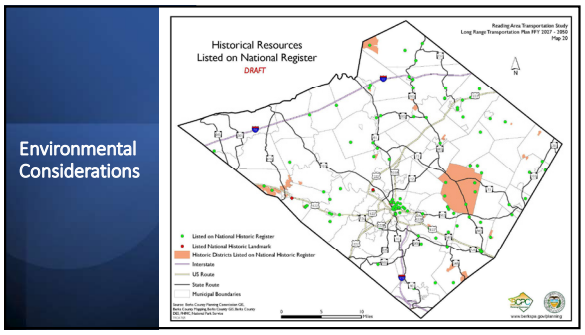

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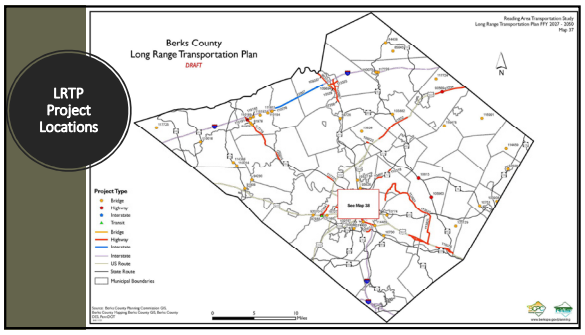

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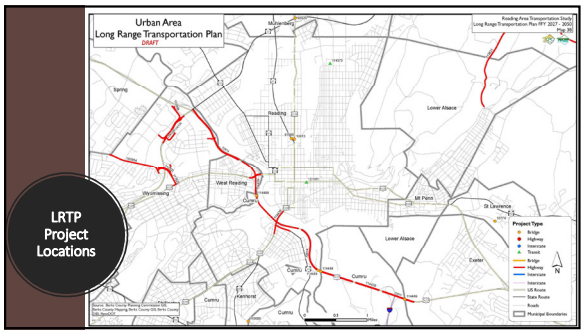

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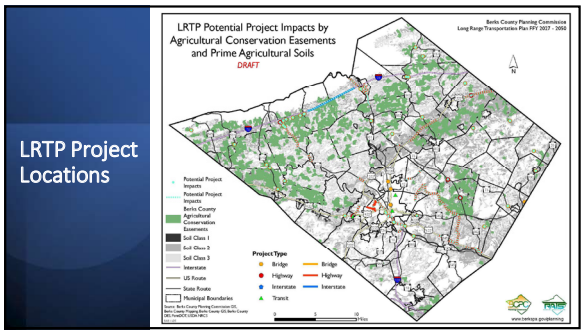

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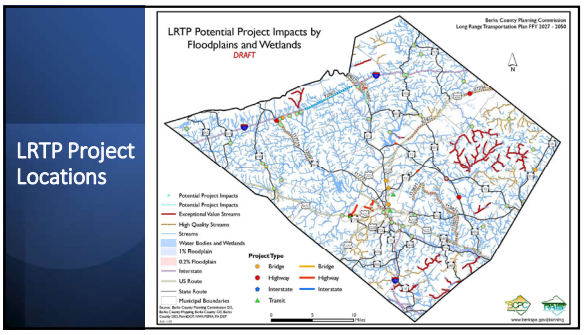

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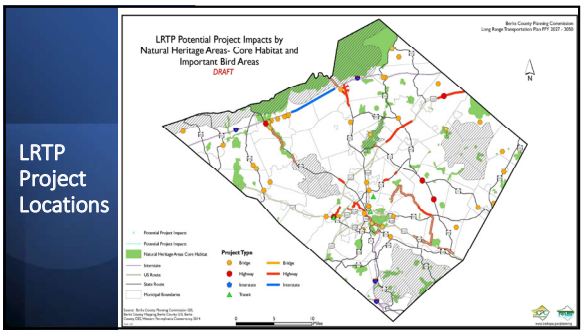

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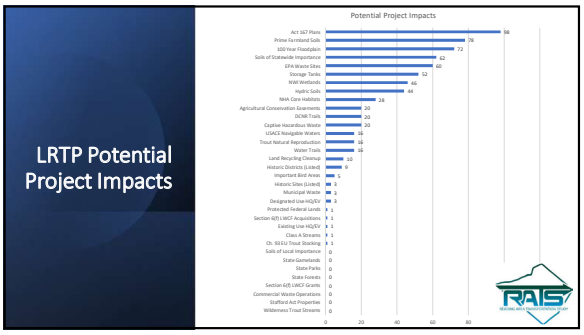

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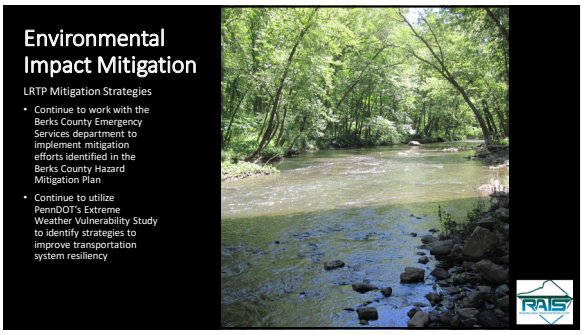

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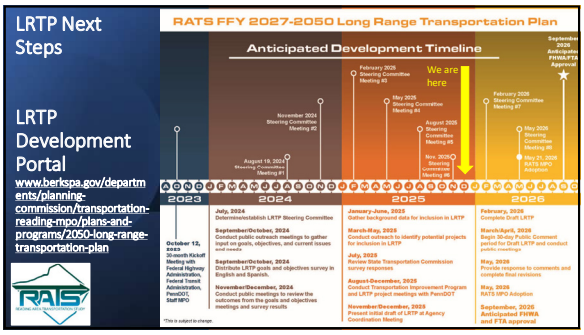

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Thank you!
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READING AREA TRANSPORTATION STUDY

PUBLIC PARTICIPATION PLAN UPDATE

ADOPTED SEPTEMBER 21, 2023

READING AREA TRANSPORTATION STUDY
C/o
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Section 1: Introduction

1.1 Introduction to the *Public Participation Plan*

The Reading Area Transportation Study (RATS) is the designated Metropolitan Planning Organization (MPO) for all of Berks County and is responsible for regional transportation planning activities. RATS communicates with interested parties to ensure effective and innovative transportation planning that is representative of and responsive to the needs of the entire region. To achieve this goal, RATS provides the public with an active role in the development of transportation plans, programs, and projects, beginning in the early stages of and throughout the planning processes.

This *Public Participation Plan* (PPP) provides a framework to ensure that the RATS transportation planning process includes a proactive participation process and complies with federal participation plan requirements. This PPP identifies current and previous outreach efforts and outlines steps to be taken to improve.

1.2 Background

Public participation processes involve the timely notification of information to the public to provide input early in and throughout the planning and programming processes. RATS provides interested parties with opportunities to comment on those processes, including this *Public Participation Plan*. The *Public Participation Plan* ensures that the public involvement activities of RATS transportation planning processes comply with the proactive public involvement requirements of Title 23, Code of Federal Regulations (CFR). The requirements for public involvement are set forth primarily in 23 CFR Section 450.316(a)(1)(2)(3) and (b) which addresses elements of the metropolitan planning process. The requirements pertaining to the *Long Range Transportation Plan* (LRTP) (23 CFR 450.322) also include provisions addressing public outreach [450.322(f)(7), 450.322(g), 450.322(i), and 450.322(j)]. The process that addresses public involvement in the *Transportation Improvement Program* (TIP) (CFR 450.32) is described in Section 450.316(a). Additionally, regulations require an opportunity for at least one public meeting in air quality nonattainment Transportation Management Areas (TMA's) should be addressed through the PPP described in 450.316(a). A TMA is designated by the Federal Highway Administration (FHWA) as an urbanized area with a population greater than 200,000 as determined by the most recent Decennial Census.

The PPP details strategies and procedures RATS will use to achieve its long-standing commitment to participation in regional transportation planning efforts. The PPP applies to transportation planning activities for which participation by interested parties is a required component, and outlines RATS transportation planning activities that comply

with Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and other applicable standards for collecting and addressing public comments.

1.3 Federal Certification Review Recommendations

Pursuant to 23 Unites States Code (USC) Section 134(k) and 49 USC 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning in Transportation Management Areas (TMA's) every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. The latest Certification Review conducted for RATS occurred in November 2020, with the final report of that Review released on March 3, 2021. The review did not make any formal recommendations for improvements to this PPP. There were several subject areas within the Limited English Proficiency (LEP) Plan where the MPO was encouraged to make improvements. Those areas will be addressed within that LEP Plan but are noted here for consistency.

1. The Review Team finds that RATS did not address the recommendations using the specific techniques identified in the 2017 report; however, the Team finds that the MPO addressed the intent of most of the recommendations. Specifically, the Review Team finds the MPO has made certain documents available to the region's largest LEP population in its native language; and, provided notices to that language group concerning the availability of language assistive services in its native language as a foreword to the document. Nonetheless, the Review Team finds that based on demographic data provided in the LEP Plan, the region has other LEP language groups that need to be made aware of the language assistive services the MPO provides. Accordingly, the Team encourages the MPO to add language Tag Lines for its current "front piece", relevant to its linguistic population, for inclusion in vital documents. Examples of language Tag Lines can be found in Pennsylvania's 2021 Transportation Program General and Procedural Guidance document.

2. The Review Team found that the recommendation concerning the website, although addressed in the MPOs LEP Plan, is not readily observable on the website. The Team found that the reason that changes have not been made to the website as indicated is that the website is not within the MPOs direct authority and control to address. During the virtual review discussion, the MPO revealed that the website is administered and maintained by Berks County. As a result, RATS is unable to unilaterally alter the website:

3. To improve the overall process, the Review Team encourages RATS to revisit the language in the LEP Plan, and anywhere else that it appears, concerning the availability of translation of the website. This information should be revised to accurately reflect how the MPO communicates information contained on its website to LEP language groups.

1.4 RATS Contact Information

For more information on this *Public Participation Plan* or on RATS regional transportation planning activities, please contact us through the Berks County Planning Commission using the information shown on the front cover of the document.

Section 2: Public Participation Goals:

2.1 Overview

RATS recognizes the obligation to provide adequate information to persons regarding transportation plans and programs. It also seeks out and encourages participation in the development of these plans and programs as well as any substantial amendments to them. Therefore, RATS will ensure that adequate information is provided to individuals and groups to evaluate various proposals. RATS will also provide forums to obtain views on transportation planning and project related issues.

RATS recognizes that persons affected by public action should have a voice in policy formulation. Although the various transportation planning and programming activities are designed to have long term beneficial effects on the community, these activities may also have an adverse impact on some individuals. Therefore, it is important that everybody knows what is being planned and is given every opportunity to present their views.

RATS recognizes the need to consult and coordinate with appropriate public and private agencies such as federal and state departments, local municipalities, county departments, and private organizations. It will also confer with social service agencies regarding the needs of their clients including the elderly, persons with disabilities, low income, and those of minority and/or Limited English Proficient groups.

To comply with the various requirements, RATS sets forth these Public Participation Goals, including:

- Ensure that interested parties in Berks County have an active and ongoing role in the regional transportation planning process
- Guarantee an established and dependable process with open meetings and public access to technical data and non-technical information
- Increase the level of understanding of the transportation planning process in the region and identify how interested parties can become more involved
- Provide interested parties with multiple opportunities for meaningful involvement in the regional transportation planning process
- Identify, seek out and engage minority populations, low-income populations, Limited English Proficient populations, persons with disabilities, and all groups and organizations listed in Section 4.1 as Interested Parties
- Employ effective techniques for outreach and communication

- Serve as a guide to RATS / BCPC staff for outreach and participation activities and efforts for transportation and other planning activities
- Document what we learn from interested parties in a format for consideration and use by the MPO Board ('the Board'), Berks County Planning Commission (BCPC), BCPC staff, and others to improve our outreach and participation efforts.

Section 3: Outreach Techniques and Strategies

3.1 Overview

RATS uses a wide range of communication mechanisms and community engagement techniques to provide for meaningful participation from interested parties, including:

- Communication by mail, phone, fax, email, or person-to-person contact
- BCPC's website containing documents, meeting schedules, agendas and minutes, transportation-related announcements, and educational tools
- Input at public meetings, public hearings, and workshops that are held at convenient and accessible locations and times
- Partnering with community, civic, and business groups to produce forums and input sessions when requested
- Distribution of planning documents, brochures, fact sheets, and maps documenting planning efforts
- Distribution of public notices and press releases
- Internet and direct mailed surveys
- Using the BCPC's *eFlash* electronic notifications of important events
- Using the BCPC's Facebook page
- Exploring the creation of a separate RATS Facebook page, along with other social media
- Visualization techniques to help board members and the public understand potential outcomes of transportation plans and/or programs
- Consultation with agencies and officials responsible for planning activities within the county that are affected by transportation
- Ensuring that vital documents are translated into Spanish and made available digitally and in print
- Including notices on all documents and on the website that certain translated documents are available, and other translations are available on request
- Incorporating virtual public outreach and input

3.2 Contact Lists

RATS staff continually develops and maintains databases of stakeholders, media and interested organizations and parties. These lists are updated regularly to reflect current information. Contact lists expand throughout the transportation planning process as

people, organizations and agencies become involved and offer their opinions or just want more information. To establish new contacts, RATS uses a range of strategies, such as:

- Mailing list registration is available at all public meetings / hearings
- Mailing list registration is available via the BCPC website or email
- Announcements of public meetings, public hearings, workshops, and other project-specific opportunities made available online, through news releases, email notification, targeted mailings, social media (Facebook), or announced at public meetings
- Working with existing stakeholders to suggest potential participants or encourage participation
- Working with professional, civic and community organizations to provide representatives, suggest participants, and encourage participation
- Making special efforts to engage social service providers who work with transportation-challenged clients

3.3 Visualization Techniques

RATS uses a wide range of accessible information resources to help participants understand different proposals, impacts and possible outcomes related to regional transportation programs and plans. Visualization techniques used to illustrate these concepts may include, but are not limited to, one or more of the following materials and practices:

- Printed small and large scale maps
- Aerial photographs, alone or with GIS mapping overlays
- Photographs, sketches, artist renderings, images, diagrams, charts, and other graphics
- Printed maps that allow comparison of proposals
- Scenario planning discussions
- Online maps
- Virtual public engagement that includes visual aids and voice descriptions
- Internet web based content that is:
  - Easy to read (sans serif fonts)
  - Does not require extensive page scrolling or multiple ‘click-throughs’
  - No advertising
  - Documents available for download in standard software formats, i.e., Adobe .PDF, Microsoft products

3.4 Virtual Public Involvement

The COVID-19 Pandemic forced public meetings to go from in-person gatherings to virtual environments for many months. RATS staff adapted to these challenges and continues to improve where possible. Since all online processes are controlled by

County of Berks Information Services Department policies and procedures, RATS staff uses the following products and techniques:

- Microsoft Teams Live, Facebook Live, and YouTube for live meeting broadcasts
- Incorporation of screen-shared agendas, attachments, documents, and presentations
- Ensuring the public is aware that meetings are recorded for transcription purposes
- Allowing for Public Comment at the beginning and end of all meetings
- Posting agendas and meeting links on the Berks County, Planning Commission, and RATS websites at least seven (7) days prior to the meeting
- Posting all meeting materials at least 48 hours prior to the meeting

Section 4: Consultation with Interested Parties

4.1 Overview

Federal guidance originally from SAFETEA-LU legislation dictates that:

> "*The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan planning process*". [§ 450.316(a) Interested parties, participation and consultation]

4.2 Consultation with Tribes and Federal Land Management Agencies

MPO's must consult with federally recognized Tribes and Nations to provide opportunities for review and comment on key planning documents. PennDOT maintains their Tribal Consultation Guide which describes which Tribes and Nations have interests throughout the Commonwealth, specifies which are to be included in review activities and how they are to be addressed. Many Tribes and Nations accept electronic submissions however there are still some who require hardcopies of all draft documents.

Regulations also require coordination with Federal Land Management agencies in the development of the TIP and LRTP. There are two (2) federal lands in Berks County: Hopewell Furnace National Historic Park, administered by the National Park Service, and Blue Marsh Lake, administered by the U.S. Army Corps of Engineers.

4.3 Consultation in Developing this *Public Participation Plan*

The Reading Area Transportation Study develops all plans and programs in consultation with the interested parties defined above. To develop this *Public Participation Plan*, RATS first assembled a draft list of participation strategies and ideas based on a review of the existing Public Involvement Process Resolution, past experiences, and guidance from federal transportation planning legislation. All activities undertaken during the Public Comment Period are documented in the Appendix.

Section 5: Title VI and Environmental Justice

5.1 Overview

RATS *Environmental Justice Summary* serves as a guide for RATS to use to identify concentrations of Title VI and Environmental Justice populations, including minorities and low-income populations. This Summary is updated with every TIP and LRTP update; at a minimum of every two (2) years. The foundation for these efforts is stated in Title VI of the Civil Rights Act of 1964:

> *"No person in the United States shall, on the basis of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program receiving Federal financial assistance."* --Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000)

The President's 1994 Executive Order on Environmental Justice states:

> *"Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."* --Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, 1994

As concentrations of these groups are located, RATS will work with agencies and organizations that encompass these groups to ensure they are aware of draft Plans and Programs and have opportunities to provide input.

5.2 Target Outreach Areas

RATS uses its data collection and analysis capabilities within the *Environmental Justice Summary* process to support participation efforts and help ensure meaningful access to its public participation opportunities. RATS uses the *Environmental Justice Summary* to analyze the relationship between the region's populations and its regional investments, plans and programs.

Geographic analysis assists RATS to identify environmental justice communities and target outreach to these areas as necessary. Using the Environmental Justice Summary, RATS will specifically:

- Identify the locations of environmental justice communities throughout Berks County
- Where possible, host public meetings in accessible locations and times within these communities, and
- Identify one or more organizations that serve these communities and proactively share information with the organizations to disseminate throughout their respective networks and communication channels.

Additionally, staff will work with PennDOT officials to help guide their public outreach efforts when project-specific meetings are being planned. RATS will develop and maintain an updated listing of accessible locations that may be used for public meetings in environmental justice communities.

Section 6: Limited English Proficiency (LEP)

6.1 Overview

"Limited English Proficient" or "LEP" persons are those individuals who do not speak English as their primary language, and who also have a limited ability to read, speak, write, or understand English. The key commonality among LEP persons is their inability to communicate effectively in the English language, regardless of their native tongue. Persons who are multi-lingual, in that they speak one or more other languages in addition to being proficient in English, are not considered to be Limited English Proficient.

6.2 LEP Assessment

As a recipient of federal financial assistance, RATS has an obligation to reduce language barriers that can preclude meaningful access to RATS' programs, information and services by LEP individuals. An integral part of this effort is the completion of a "Limited English Proficiency Self-Assessment" or LEP Assessment, which is designed to balance four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or service.
2. The frequency with which LEP individuals encounter the program and/or activities.
3. The nature and importance of the program, activity or service provided to people's lives, and
4. The resources available to the federal financial recipient and costs.

This assessment along with detailed reviews of the latest Census data examines the most prevalent non-English speaking populations and their geographic dispersion

throughout Berks County. That analysis is detailed in a separate Limited English Proficiency (LEP) Plan that accompanies this PPP. Presently, under LEP guidelines, translation of 'vital documents' is provided in Spanish only. However, the front piece of all RATS documents will include language taglines in over 30 different languages stating that assistance will be provided in those languages on request.

6.3 Meaningful Access for LEP Individuals

RATS will take reasonable steps to endure that LEP persons have meaningful access to key transportation planning decisions and have opportunities to become involved in the regional transportation planning processes. RATS will use one or more of the following tools to reasonably accommodate LEP individuals:

- Provide on request, with seven (7) days advanced notice (based on document size and complexity), translated copies of materials in Spanish as well as other languages if requested. RATS, through the County of Berks, has an active contract with a firm that provides translation services.
- Provide on request, with seven (7) days advanced notice, oral interpretation services for public meetings. RATS, through the County of Berks, has an active contract with a firm that provides interpretation services.
- To actively engage LEP persons, meeting announcements, press releases and public notices will be distributed to organizations that target these groups in appropriate languages.
- RATS will provide notices to local minority media outlets and community service organizations regarding the availability of language translation services. Those outlets and organizations currently include the Daniel Torres Hispanic Center, WFMZ-Spanish Edition (television), Rumba 92.3 (WRAW) FM (radio), WXAC 91.3 FM Albright College (radio), and Palo (monthly subscription print magazine).
- RATS' vital documents will include statements in Spanish, the most common non-English language identified by Census data, that translations are available free on request. RATS, through the County of Berks, has an active contract with a firm that provides translation services.
- The Berks County website, which hosts content for RATS, will continue to provide language translation software. That software provides translation between English and Spanish, as well as translation between multiple other languages. RATS will continually make efforts to develop points of contact with representatives of non-English speaking communities.
- RATS will make available vital documents and Executive Summaries, where appropriate, in Spanish.
- RATS will Include notices on all documents and on the website that certain translated documents are available, and other translations are available on request.
- BCPC staff will undergo periodic training in products and procedures provided through Berks County contracts to be used to communicate with individuals needing language assistance.

6.4 'Vital' Documents

RATS considers vital documents to be those that convey critical information to the public or are required by law or federal regulation. Based on this definition, the MPO will consider vital documents to include, but not limited to, the following:

--Title VI Policy
--Title VI Complaint Procedures
--Title VI Complaint Forms
--Annual Meeting Schedule
--Notices for special Public Meetings

Additionally, the following documents will be either condensed into 'Executive Summary' formats and will have those Executive summaries translated into Spanish, or will be translated in their entirety (based on document size and complexity):

--Long Range Transportation Plan
--Transportation Improvement Program
--Environmental Justice Summary
--Public Participation Plan
--Limited English Proficiency Plan

These documents will be made available in print and online. Vital documents will be made available in alternative languages and formats, if requested. Other documents may also be made available in alternative languages and formats, if requested.

Section 7: Americans with Disabilities Act (ADA)

7.1 Overview

To ensure compliance with the Americans with Disabilities Act (ADA), RATS' Public Meeting Notices and comment opportunities provide multiple input methods. Public meetings and hearings are always held at ADA-accessible locations on established public transportation routes. Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of RATS, or has complaints that a program, service, or activity of RATS is not accessible to persons with disabilities should call the ADA Point of Contact at (610) 478-6300 x6304, email planning@countyofberks.com, or visit our website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo/reading-area-transportation-study-2023-meeting-schedule

7.2 Meaningful Access for Persons with Disabilities

RATS staff coordinates with local disability advocacy groups to ensure information is readily available to all. RATS may use one or more of the following tools to reasonably accommodate people with disabilities:

- Provide on request, with advanced notice, copies of materials in larger, sans-serif type
- Provide on request, with reasonable advanced notice (based on document size and complexity), Braille or raised-print notices and materials
- Provide on request, with advance notice, sign language interpreters
- Record materials to audio/visual media
- Verbalize information provided through visual presentations or written materials
- On request, structure seating to provide visibility for participants who lip-read or cannot adequately hear deliberations
- When necessary, mount microphones at wheelchair height
- When necessary, provide hand-held microphones to participants
- Ensure that persons who speak during virtual meetings can be heard
- Provide on request, with reasonable advanced notice, Closed Captioning services for virtual public meetings

7.3 Web Access for Persons with Disabilities

The County of Berks instituted web content for departments of county government. The County uses the same web content administration software provided by the County Commissioners Association of Pennsylvania (CCAP). One of the many reasons behind that decision included the accessibility options within the software. Those options, along with countywide website design standards, include:

- Minimal use of images
- Those images that exist must have an “ALT-TEXT” option
- Image maps must have a text equivalent
- A ‘text-only’ web page browser option that removes all images
- No ‘roll-overs’
- Use of easily readable Sans-Serif fonts
- Pages and content designed for the least number of click-throughs
- Pages designed to minimize scrolling
- Documents designed for download are created in standard software packages i.e., Microsoft products and Adobe PDF; and

7.4 Notifications and Services

Representatives of the disabled have been included on our mailing lists and were forwarded surveys (Section 4.2) to garner their input. At all in-person meetings hosted

by RATS, accommodations will be made for wheelchair access and, with four (4) days advanced notice, American Sign Language interpretation services. Documents in Braille or large print type and audio recordings can be made available with appropriate notice, depending on the size and complexity of the document. The availability of these services is detailed in Public Notices. Any questions, concerns, requests for accommodations or complaints should be made to the ADA Point of Contact listed in Section 7.1.

Section 8: Public Participation in Meetings

8.1 Overview

RATS welcomes comments and ideas related to regional issues from interested parties from the Berks County area as well as adjacent counties/MPO's as applicable. There are many opportunities and levels of involvement for persons related to the regional planning process, and for those who wish to address the Board directly. Except for those meetings that are appropriate Executive Sessions, all meetings of the Reading Area Transportation Study Technical and Coordinating committees are open to interested parties and include opportunities to comment on both agenda and non-agenda items.

8.2 Public Comments at Board Meetings

All those in attendance will be asked to sign-in at the meeting location or, if virtual, to announce their presence for the record. Those wishing to comment will be asked to indicate those wishes at their signature or in the Chat feature. Individuals may be requested to limit the length of their comments, and individuals may also be requested not to duplicate like or similar comments of others preceding them.

Proceedings of meetings of the Boards are made available as meeting minutes or meeting summaries, which are posted on the Berks County Planning Commission's website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, and also for review at the Berks County Planning Commission's offices. Please call the BCPC at 610-478-6300 for more information.

8.3 RATS Committees

RATS has several committees that meet on an as-needed basis in which citizens, advocates, private sector representatives and others can obtain the same information given to the representatives of the professional planning and transportation agencies involved in RATS activities. Committee meetings give interested parties an opportunity to learn the pertinent facts surrounding an issue. All committee meetings are advertised and open to the public.

Section 9: Public Notices

9.1 Overview

To ensure that the public has ample opportunity to take part in the regional planning process, RATS is committed to providing timely notification, complete information, and full public access to key decisions. This section describes the procedures that RATS will use for all public notices.

9.2 Public Notice Requirements

RATS uses public notices to announce the following types of events and participation opportunities:

- The Boards' annual meeting schedules – advertised annually through the Berks County Commissioners and on the RATS website
- Special, rescheduled, or cancelled Board meetings – advertised according to PA Sunshine Law requirements
- Comment Periods – advertised at least 30 days prior to the date the Board is scheduled to take formal action on any major decisions (45 days for the PPP, see Section 10); and
- Meetings related to Comment Periods – advertised at least seven (7) days in advance (see Section 10.2).

Public Notices for these events and participation opportunities will be:

- Advertised in the form of paid legal advertisements. One paid advertisement will be placed in a newspaper of general circulation in the region (*Reading Eagle*) and, if available, one in a newspaper with circulation targeted to minority communities
- Public notices for special public meetings or major forums may be advertised in the form of paid display advertisements
- Distributed to other media outlets or organizations that serve targeted outreach groups identified in this document
- Posted on the agency's web pages at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo;
- Sent electronically through the BCPC's eFlash electronic mail system
- Posted on the BCPC's Facebook page
- Sent to libraries with a request for posting
- Sent to SCTA/BARTA (transit provider) with a request for posting

Public Notices will provide the following information (where applicable):

- Type or name of meeting/participation event/activity/public comment period
- Subject of meeting/participation event/activity/public comment period
- The date, time, and location of meeting/participation event/activity
- The web link for a virtual meeting

- Start and end dates for public comment periods
- Contact information (Address, Telephone Number, E-mail address and/or website)
- ADA Point of Contact information
- Brief summary of the proposed action, plan, program or amendment
- Where to obtain copies of the plan or materials
- How to provide formal public comments
- If formal action on a major decision will be taken by the Board, the date, time and location of the meeting where that action will be taken
- Offer to provide accommodations for people with Limited English Proficiency; and
- Offer to provide accommodations for people with disabilities; and
- Directions on how to file complaints under Title VI and other nondiscrimination statutes

Section 10: Public Review and Comment Periods at Key Decision Points

10.1 Overview

RATS values the efforts stakeholders and the public make to participate in the regional planning process. RATS will provide at least 30 days for public review and comment before taking formal action on any major decisions (45 days for PPP). This *Public Participation Plan* defines a major decision as the official adoption of:

- the Regional *Long Range Transportation Plan* (LRTP)
- the *Transportation Improvement Program* (TIP)
- *Air Quality Conformity Determination*
- *Public Participation Plan* (PPP)
- A Major Amendment to the regional plan or TIP

10.2 Public Comment and Review Period Requirements

RATS will inform the public and interested parties of Public Comment Periods, using the Public Notice procedures described above, at least 30 days prior to the date scheduled for Board adoption or major amendment of a Regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment (45 days for PPP).

Documents and information on which public comments are being sought will be made available to stakeholders, other interested parties, and the public at locations throughout the County. These locations include BARTA offices, BCPC offices, PennDOT District 5-0 offices, and the BCPC website https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo. Information on where and how to access public comment documents will be included in the Public Notice.

Prior to formal action by the Board on the adoption of a regional LRTP, TIP, *Air Quality*

Conformity Determination, *Public Participation Plan*, or major amendment, at least one public meeting will be held for the purpose of providing information to and obtaining comment from the public. The public meeting may be held as part of a regular meeting of the Board or held as a separate public meeting. Public Notice for this meeting can be combined with the Public Notice issued for the related Public Comment Period described in Section 10.2.

10.3 Additional Public Review and Comment Periods

If the draft regional LRTP, TIP, *Air Quality Conformity Determination*, or major amendment differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have voreseen from the initial public involvement effort, an additional 15-day Public Comment period will be offered.

If the draft *Public Participation Plan* changes appreciably during the review and comment period, an additional 30-day public review and comment period is provided prior to the Board taking formal action.

Additional Public Review and Comment periods will be conducted in accordance with procedures for regular Public Review and Comment periods listed in Section 11.2.

10.4 The Regional *Long Range Transportation Plan* (LRTP)

The regional LRTP is a long range (20+ years) strategy and capital improvement program developed to guide the effective investment of public funds in multi-modal transportation facilities in the context of the regional vision. The regional plan provides the context from which the region's *Transportation Improvement Program* (TIP), a short-range capital improvement program for implementing transportation projects, is drawn. The LRTP is updated every four years in consultation with interested parties.

RATS' early and ongoing public participation process in developing the LRTP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input (when update cycles correspond, this can occur in concert with the TIP update). When available, staff will also use input gathered as part of any of PennDOT's public input processes
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input.
- Step 3: Initial input, including at least one (1) Public Meeting/Workshop, will be compiled, and used in the design of the next phase of outreach and participation, such as workshops and other public meetings. This Public Meeting/Workshop may be held in conjunction with a regularly scheduled RATS MPO Technical or Coordinating Committee meeting.

- Step 4: Ongoing input will be used to develop draft regional plan materials in consultation with interested parties.
- Step 5: Draft regional plan materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices, and local libraries. Information on where and how to access public comment documents will be included in the Public Notice with Information to be included that details how to access documents electronically or in printed form. Vital draft regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan.* During this stage, two (2) Public Meetings will be held. These generally include one during the day in a hybrid format that includes both in-person and electronic access in a downtown Reading location, and a second meeting held in the evening in a rural location that is generally in-person only. Staff strives to accommodate requests for presentations at other meetings.
- Step 6: All comments received will be considered and the response to comments will be documented and provided to the Board prior to taking action on the draft regional plan materials
- Step 7: The Board takes formal action on the regional plan
- Step 8: A Public Participation Report for the regional plan will be developed. The Report will document all comments received and the response to comments and will also document all public participation and outreach activities. This Report may take the form of a Chapter or Appendix in the LRTP
- Step 9: Adopted final regional plan materials will be made available on the BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, BCPC's offices, BARTA's offices, PennDOT District 5-0's offices. Vital regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan.* Information will be included that details how to access documents electronically or in printed form.

10.5 The *Transportation Improvement Program* (TIP)

The regional *Transportation Improvement Program* (TIP) identifies the region's highest priority transportation projects, develops a multi-year program of implementation, and identifies available federal and non-federal funding sources for the identified projects. The TIP covers a four-year period of investment and is updated every two years through

a cooperative effort of local, state and federal agencies including participation by the general public and consultation with interested parties. Transportation projects included on the TIP are to be consistent with the regional LRTP. The entire range of projects included in the TIP must conform to federal air quality standards.

RATS early and ongoing public participation process in developing the TIP will follow these steps:

- Step 1: Public Participation Surveys, through the internet and targeted mailing, will be used to gather initial input. When update cycles correspond, this can occur in concert with the regional LRTP update and /or any PennDOT public input processes
- Step 2: At the same time, Public Officials Surveys sent to local officials and the legislative delegation, will be used to gather governmental input
- Step 3: Initial input will be compiled and used in the design of the next phase of outreach and participation, such as workshops and other public meetings
- Step 4: Ongoing input will be used to develop draft TIP materials in consultation with interested parties
- Step 5: Draft TIP materials will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day public comment period. Draft materials will be made available during the 30-day public comment period on the BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, BCPC's offices, BARTA's offices, PennDOT District 5-0's offices, and local libraries. Information on where and how to access public comment documents will be included in the Public Notice with information included that details how to access documents electronically or in printed form. Vital draft regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan.* Information will be included that details how to access documents electronically or in printed form. During this stage, two (2) Public Meetings will be held. These generally include one during the day in a hybrid format that includes both in-person and electronic access in a downtown Reading location, and a second meeting held in the evening in a rural location that is generally in-person only. Staff strives to accommodate requests for presentations at other meetings.
- Step 6: All comments received will be considered and the response to comments will be documented and provided to the Board prior to taking action on the draft TIP materials
- Step 7: The Board takes formal action on the TIP
- Step 8: A Public Participation Report for the TIP will be developed. The Report will document all comments received and the response to comments, and will also document all public participation and outreach activities
- Step 9: Adopted final regional plan materials will be made available on the

BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, BCPC's offices, BARTA's offices, and PennDOT District 5-0's offices. Vital regional plan documents will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan.* Information will be included that details how to access documents electronically or in printed form.

10.6 Major Amendments to the Regional LRTP or TIP

Once a TIP or LRTP has been developed and approved the program is subject to revisions as the budgeted transportation program experiences changes in project scheduling and estimated costs. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only authorize projects and approve grants for projects where the total cost is programmed in the current approved TIP. RATS must modify the TIP or regional LRTP to adjust to the changing cost and schedule if a planning partner or the Commonwealth would like to continue to advance the project.

The definition of a major amendment varies by the type and/or cost of program to be amended. Definitions and procedures for regional LRTP and TIP major amendments are included in the respective regional LRTP and TIP documents and are available on the BCPC's website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo. **If a proposed revision to the TIP or regional LRTP adds a project, deletes a project, or impacts the schedule or scope of work to an air quality significant project, RATS will review the proposal and determine if a new *Air Quality Conformity Determination* is required prior to formal approval of the change. If the revision requires that a new *Air Quality Conformity Determination* is necessary, an amendment to the regional LRTP shall also be developed.**

RATS' public participation and comment for major amendments to the regional LRTP or TIP will follow these steps:

- Step 1: RATS will inform the public and interested parties of the comment period for the proposed major amendment using the Public Notice procedures described in Section 10.2, at least 30 days prior to the date scheduled for Board action on the proposed major amendment
- Step 2: Proposed major amendment information will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 30-day Public Comment Period described in Section 10.2. Proposed major amendment information will be made available during the 30-day public comment period on the BCPC website, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access public comment documents will be included in the public notice

- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the proposed major amendment
- Step 4: The Board takes action on the major amendment
- Step 5: After federal and state approval of the requested changes, RATS will update the appropriate TIP or regional LRTP documents on the BCPC website. Updated documents will also be available at the BCPC offices, BARTA offices, and PennDOT District 5-0 offices.

10.7 *Air Quality Conformity Determination* Report

The *Air Quality Conformity Determination* report is a companion document to the regional LRTP and to the TIP. The *Air Quality Conformity Determination* report documents the process used by RATS for making the transportation-related conformity determination for the regional LRTP and TIP for ground-level ozone and fine particulate matter (PM2.5). The Conformity Determination is required by the federal Clean Air Act. RATS conformity finding is based on criteria and procedures in EPA's Transportation Conformity Rule (40 CFR Part 93) and satisfies all applicable conformity requirements.
The *Air Quality Conformity Determination* report is developed as part of the regional LRTP or TIP update, in which case public participation and public comment procedures for the regional LRTP or TIP update will be followed as described in Sections 10.4 and 10.5, respectively. The *Air Quality Conformity Determination* report is also updated as required by certain amendments to the TIP or regional LRTP, in which case public participation and comment procedures for major amendments to the regional LRTP or TIP will be followed as described in Section 10.6.

10.8 The *Public Participation Plan*

This *Public Participation Plan* describes the various objectives, strategies, and tools to engage the public and encourage participation in the development of transportation plans and programs. RATS will periodically update the *Public Participation Plan*. This may be due to new official planning regulations and procedures, or after any public or Board evaluations of the Plan's effectiveness.

RATS' public participation and public comment process for updating the *Public Participation Plan* will follow these steps:

- Step 1: Revisions to the *Public Participation Plan* are developed in consultation with interested parties before the draft document is submitted for the public review and comment process
- Step 2: The draft *Public Participation Plan* will be presented for review and comment by the public and interested parties using the Public Review and Comment procedures for a 45-day Public Comment Period described in Section 10.2. The draft *Public Participation Plan* will be made available during the 45-day public comment period on the BCPC website at https://www.countyofberks.com/departments/planning-

commission/transportation-reading-mpo, at the BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. Information on where and how to access public comment documents will be included in the public notice. The draft *Public Participation Plan* will be made available in Spanish and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*

- Step 3: All comments received and the response to comments will be documented and provided to the Board prior to taking action on the draft *Public Participation Plan*
- Step 4: The Board acts on the draft *Public Participation Plan*
- Step 5: A *Public Participation Plan* will be produced and made available on the BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo, athe BCPC offices, BARTA's offices, and PennDOT District 5-0's offices. The *Public Participation Plan* will be made available in and alternative formats on request in accordance with the procedures for accommodating Limited English Proficient persons and persons with disabilities contained in this *Public Participation Plan*.
-

Section 11: Access to Information

11.1 Overview

RATS will provide reasonable access to public information, including technical information and meeting notices:

- In electronically accessible formats on the BCPC website at https://www.countyofberks.com/departments/planning-commission/transportation-reading-mpo;
- Links to the website will be provided on the BCPC Facebook page
- Links will also be advertised digitally through the BCPC eFlash service
- In print at the Berks County Planning Commission office in the Berks County Services Center, 633 Court St., 14th Floor, Reading, PA 19601; and
- BARTA's offices located at 1700 N. 11th St., Reading, PA 19604; and
- at PennDOT District 5-0 offices located at 1002 Hamilton St, Allentown, PA 18101.

11.2 Response to Special Request

To facilitate public involvement while also using limited staff resources efficiently, RATS will make information available to interested parties on a regular basis through the various processes and activities outlined in this *Public Participation Plan*.

When RATS receives special requests to perform an analysis that is not considered as part of the planning process, or other special data or information, the agency will

determine the reasonableness of the request. Parameters for determining the reasonableness (as used in this document) will evolve around the preparation time and costs to respond, as well as the relevancy to the transportation planning process and the agency mission. RATS will determine reasonableness of and respond to all requests on an individual basis.

Section 12: Evaluation of *Public Participation Plan* and Public Meetings

- The Board will review and revise the *Public Participation Plan* and processes based on input from the public, interested parties, and the Document Review Network in terms of their effectiveness in providing full and open access to all.
- Public Meetings, Public Hearings and special workshops scheduled for the public and interested parties will include a means of providing feedback on the effectiveness of the process of communication and meeting format.
- The *Public Participation Plan* will be reviewed at a minimum every two years, in the year prior to a TIP update, to ensure effectiveness and completeness.

Section 13: Applicability

This *Public Participation Plan* and any subsequent amendments shall be effective immediately upon the adoption by the Reading Area Transportation Study Coordinating Committee (the Board). This *Public Participation Plan* replaces any previously adopted Public Involvement Process resolutions.

Section 14: Future Efforts

14.1 Overview

RATS recognizes the need to continuously enhance our outreach efforts and periodically update this Public Participation Process. The following activities will take place to fulfill these goals:

- Further identify and consult with interested parties (ongoing)
- Continue to seek out EJ/LEP organizations, resources, and points of contact in the various communities (ongoing)
- Review and evaluate the effectiveness of the *Public Participation Plan* (every two years in year prior to updating TIP)
- Continue to review and, if necessary, update Limited English Proficiency Assessment every two years consistent with the *Public Participation Plan* evaluation
- Conduct review of ADA accessibility features of meeting spaces and the website (annually)
- Continue working with disability advocates to continuously make online materials easier to access using electronic methods.

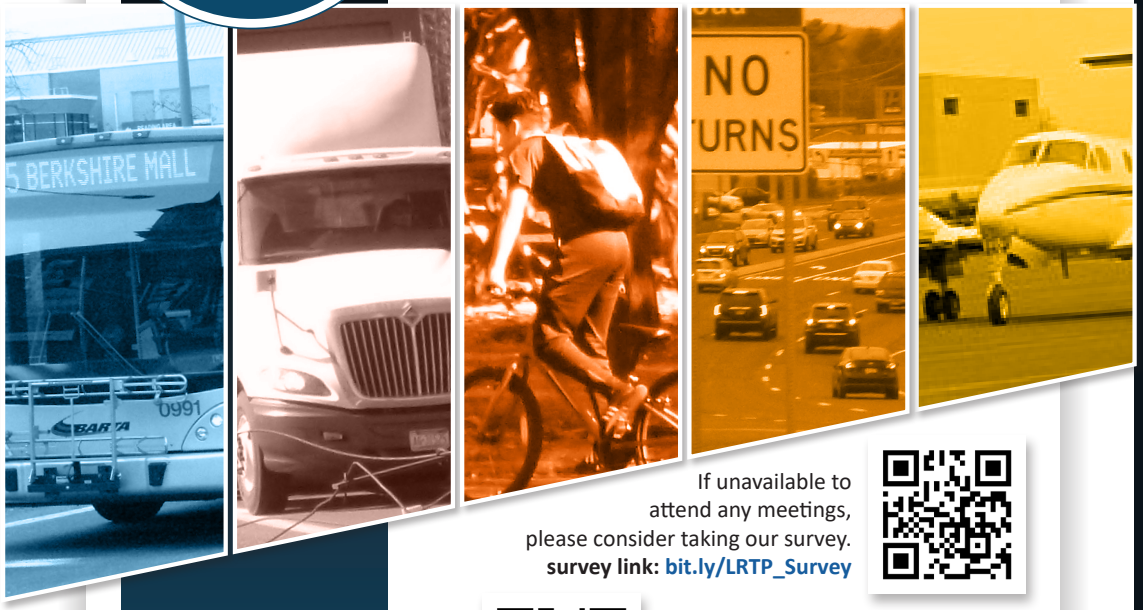
- Consider the formation of a Public Participation Panel or Subcommittee, with appointment opportunities extended to the public and interested parties (on adoption of this Process).

READING AREA TRANSPORTATION STUDY

FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN
GOALS AND OBJECTIVES PUBLIC MEETINGS

PLEASE JOIN US!

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation investments and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives identified in the current plan and identify any recommended changes needed for the new plan. The goals and objectives provide the framework for the plan. Your participation will help direct these revisions and provide insight on current and future issues and needs of Berks County's transportation system.



If unavailable to attend any meetings, please consider taking our survey.
survey link: bit.ly/LRTP_Survey

Encuesta sobre Metas y Objetivos del Plan de Transporte a Largo Plazo

bit.ly/LRTPencuesta

SOUTHERN HIGHLANDS REGION MEETING
TUESDAY, OCTOBER 1, 2024
6PM-7PM
Robeson Township Municipal Building
2689 Main Street · Birdsboro

TULPEHOCKEN REGION MEETING
WEDNESDAY, OCTOBER 2, 2024
6PM-7PM
Jefferson Township Municipal Building
5 Solly Lane · Bernville

METRO REGION MEETING
THURSDAY, OCTOBER 3, 2024
6PM-7PM
Muhlenberg Township Municipal Building
210 George Street · Reading

HAWK MOUNTAIN REGION MEETING
THURSDAY, OCTOBER 10, 2024
6PM-7PM
Perry Township Municipal Building
680 Moselem Springs Road · Shoemakersville

OLEY HILLS REGION MEETING
WEDNESDAY, OCTOBER 16, 2024
6PM-7PM
Washington Township Municipal Building
120 Barto Road · Barto

Registration is required as a light meal will be provided.

REGISTRATION LINK:
bit.ly/LRTP_Registration

IF YOU ARE UNABLE TO ATTEND OUR IN-PERSON MEETINGS, PLEASE CONSIDER JOINING US FOR OUR VIRTUAL MEETING!

COUNTYWIDE VIRTUAL MEETING
TUESDAY, OCTOBER 15, 2024
1PM-2PM
Via Microsoft Teams

Reading Area Transportation Study

(Estudio de Transporte del Área de Reading**)**

FFY 2027-2050 Long Range Transportation Plan Goals and Objectives Public Meetings

(Reuniones públicas en torno a las Metas y Objetivos del Plan de Transporte a Largo Plazo**)**

El estudio Reading Area Transportation Study (RATS, por sus siglas en inglés), encomendado para el condado de Berks por la Metropolitan Planning Organization (MPO, por sus siglas en inglés), está actualizando su plan: Long Range Transportation Plan, (LRTP, por sus siglas en inglés).

El LRTP ayuda a encaminar las decisiones en torno al transporte y uso del suelo dentro de un plazo de 20 años hacia el futuro. Como parte del proceso, estaremos llevando a cabo reuniones de divulgación a través del condado de Berks para revisar las metas y objetivos identificados en el plan actual y para identificar si se necesita recomendar algún cambio para el nuevo plan. Las metas y objetivos nos proveen el marco para plan. La participación de usted en estas reuniones nos ayudará a dirigir estas revisiones, así como nos proveerá información sobre necesidades y temas actuales y futuros en torno al sistema de transporte del condado de Berks.

**Se requiere que usted se registre. (El enlace para el registro es: https://bit.ly/LRTP_Registration)

Se llevarán a cabo cinco (5) reuniones presenciales y una reunión virtual:

martes 1 de octubre de 2024
6 p.m.– 7p.m.
Robeson Township Municipal Building
2689 Main Street, Birdsboro, PA 19508

miércoles 2 de octubre de 2024

6 p.m.– 7 p.m.
Jefferson Township Municipal Building
5 Solly Lane, Bernville, PA 19506
jueves 3 de octubre de 2024
6 p.m.– 7 p.m.
Muhlenberg Township Municipal Building
210 George Street, Reading, PA 19605

jueves 10 de octubre de 2024
6 p.m.– 7 p.m.
Perry Township Municipal Building
680 Moselem Springs Road, Shoemakersville, PA 19555

miércoles 16 de octubre de 2024
6 p.m.– 7 p.m.
Washington Township Municipal Building
120 Barto Road, Barto, PA 19504

Reunión virtual
martes 15 de octubre de 2024
1 p.m.-2 p.m.
(A través de “Microsoft Teams”)

Si usted no pudiera asistir a ninguna de estas reuniones, por favor, considere contestar nuestra encuesta: (https://bit.ly/LRTP_Survey).

El MPO de Reading, en todos los programas y actividades que administra, está comprometido con el cumplimiento de los estatutos, órdenes ejecutivas, regulaciones y políticas aplicables contra la discriminación . Nos esforzamos por organizar eventos inclusivos y accesibles que les permitan a todas las personas involucrarse y participar plenamente. Para solicitar acomodo razonable o para preguntas sobre accesibilidad, por favor, comuníquese con el señor Michael

Golembiewski al (610) 478-6300 o al enlace planning@berkspa.gov con al menos 72 horas de anticipación al evento programada. El MPO intentará conceder, si fuese posible, las peticiones que se soliciten con menos de 72 horas. Si usted considera que se le han negado oportunidades para participar, o considera que se ha discriminado contra usted de alguna otra manera por motivos de discapacidad, el Título VI u otra disposición cubierta contra la discriminación, usted podrá radicar una querella/queja usando los procedimientos establecidos en nuestro documento complaint process document o mediante comunicación con el señor Michael Golembiewski al (610) 478-6300 o al enlace planning@berkspa.gov.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos de ser necesario. Las personas que necesiten acomodo razonable o que tengan preguntas pueden comunicarse al 610-478-6300.

Alan Piper, Secretario del MPO

Reading Eagle

Classifieds

Email: classified@allaroundphilly.com | Phone: 610-371-5138

ANNOUNCEMENTS

AUCTION ANNOUNCEMENTS

DICK HENRY
AUCTIONEER/REALTOR
610-858-3065

MERCHANDISE

MISCELLANEOUS

Balance scale - $40; Back massager - $25; ConAir Bath Spa - $25; Revlon Hot Rollers - $20. 610-375-7199

Laureldale Cemetery
3 Lots for sale J park section $2700.00 plus transfer $295.00
Please call 610-926-8156

MERCHANDISE

0BUYING-Antqs./collectibles 1 item to contents. Moving or downsize. 484-529-0851

Vinyl Record Collections Wanted, Cash paid for LPs and 45s. Rock/Soul/Jazz. Leave a message. 484-655-2881.

Wanted to Buy - Estate Jewelry, incl. costume, Vtg. clothing pre 80's, Antiques. Glassware. 484-432-9770

GARAGE SALES

YARD & GARAGE SALES

ESTATE/TAG SALE: dishes, glasses, antiques bowls, bakeware, dining room table and chairs, **781 Mountain View Rd Grill, PA** Saturday, **Sept 21, 12pm-5pm**, Sunday, **Sept 22, 12pm-5pm** We accept cash, check, and Venmo.

GIANT FLEA MARKET
Jim Dietrich Park
September 21, rain date September 22
8:00AM to 1:00PM
Special Notes: Handicapped parking available

Shillington - Moving Sale - Sat. 9/21, 8am-2pm. 107 S. Miller St., in rear garage. household items, tools, snow blower, grill and much more.

ANIMALS

DOGS

3 Female German Shepherd Puppies for sale $175 each Call Tim 484-345-7888 purebred no papers

Yorkshire/Boston Terrier Pups black, brindle. Lively, friendly pups. Born 7/2/24, Shots & wormed. $275ea. Call 610-682-7460

REAL ESTATE

APARTMENTS FOR RENT (UNFURNISHED)

601 N 5th St., Centre Park Hist. District. Beautiful studio, 1 & 2 BR apts. starting at $1099. AC. Washer/Dryer. Elevators. Off st. pkg. 484-651-0198.

Bethel - 1st flr., 1BR, 1 mile North of I-78 on Route 419, Country setting, water, sewer & appl. incl. No pets/smoking. First & last month plus sec. dep. $800/mo. 717-933-4230

CENTRE PARK - 343 Windsor St. 3rd flr. 1BR, brand new carpet, bathroom, kitchen cabinets, paint & windows. Fantastic view. Heat & hot water incl. Great location, next to church parking lot. $1150/mo. Avail. Immed. No Section 8. No pets. 610-413-1346

LARGE 1 BEDROOM, Next to Genesius Theatre. Restored, Carpet, Refrigerator. $775-$875. Call 610-914-8138

OFF RT. 61 - Near Cross Keys Rd. 1st flr., large 1BR, in converted barn, brand new flooring & paint, 4 acres. Pets OK, w/pet fee. $1200/mo. 610-413-1346

GARAGE RENTAL

Garages 12x40 for $475; 10x40 for $425; and 10x20 for $200 Please call 610-685-5625 for information

TRANSPORTATION

4WD & SUV

2017 Jeep Patriot Latitude 4 wheel Drive, New Tires, New Brakes & Rotors, 21700 original miles. $13,000 firm. call for info 610-921-0502

AUTOS WANTED

0000000000000000000000000
AUTO/TRUCKS, any cond.
A-Z U-Pull-It Used Auto Parts
For **TOP DOLLAR** call
A-Z 610-741-9555

Paying up to $500 for complete junk, wrecked & unwanted vehicles. J&J Towing, 484-955-8386

Paying up to $500 for unwanted junk vehicles.
Call Desiree 610-790-7995

CLASSIFIEDS hold many, many opportunities. They give opportunity for you to buy items, meet people, sell unwanted items, find housing, save money, earn a couple bucks, and much, much more.

SERVICES

HOME IMPROVEMENT

PAVE & SAVE!
Classic Paving & Sealcoating
Stoning & Grading
No job too big or small!
SUMMER SPECIAL 20% OFF
FREE ESTIMATES
484-877-8528
Blandon, PA PA Lic 013513
Backed by 4 generations!
All Work Guaranteed

ANNOUNCEMENTS

LEGAL NOTICES

AUDIT NOTICE - ORPHANS' COURT

Notice of Audit of Fiduciaries Accounts.

To Claimants, Beneficiaries, Heirs and Kin, and to all other parties in interest.

NOTICE is hereby given that the following accounts have been filed and may be examined in the Clerk of the Orphans' Court office. If you desire to object, you must file objections in writing with the Clerk on or before the close of business of the last business day (October 1, 2024) before submission to the Court. The accounts will be filed by the Clerk of the Orphans' Court Division with the Court for adjudication and confirmation on October 2, 2024 and distribution may be ordered or authorized without further notice if no objections are filed prior to that date.

COOK, GRAYDON LEE a/k/a COOK, GRAYDON L., - Jennifer L Miller, Extx., Jared M. Mellott, Esq.

HERBINE, WYNN S. – Sean J. O'Brien, Exr., Sean J. O'Brien, Esq.

HIESTER, DONNA L. a/k/a HIESTER, DONNA LOUISE – Sean J. O'Brien, Esq., Admin, Sean J. O'Brien, Esq.

LORAH, HENRY A. a/k/a LORAH, SR., HENRY A. – Gina M. Henn, Extx., Russell E. Farbiarz, Esq.

MITCHELL, JOHN J., JR. – Michael D. Dautrich, Exr., Sean J. O'Brien, Esq.

PENCE, PATRICIA A. – Gregory D. Pence, Exr., Bret Wiest, Esq.

PIPI, ELIZABETH LILLAH a/k/a PIPI, ELIZABETH L. – Tracy L. Zeiber and Jeffrey C Karver, Execs., Jeffrey C. Karver, Esq.

REA, BLANCHE E. a/k/a REA, BLANCHE ELIZABETH – Marcy A. Koppenheffer, Extx., Sean J. O'Brien, Esq.

TROCHE, AHSAKI, a minor – National Penn Investors Trust Co, then BB & T, now Truist Bank, Guardian, Kandice Hull, Esq.

TROCHE, GEORGE, a minor – National Penn Investors Trust Co., then BB & T, now Truist Bank, Guardian, Kandice Hull, Esq.

TROCHE, NYSHA, a minor – National Penn Investors Trust Co., then BB & T, now Truist Bank, Guardian, Kandice Hull, Esq.

Last day for filing Accounts for November 2024 is October 7, 2024.

Suzanne M. Myers
Register of Wills and
Clerk of the Orphans' Court
Berks County, Pennsylvania
RE Sept 19 & 26 A-1

BARBARA A. BROWN
Plaintiff,
V.
JOEL L. BROWN,
Defendant.
IN THE COURT OF COMMON PLEAS
BERKS COUNTY, PENNSYLVANIA
CIVIL ACTION
2024-10486
Assigned to: J. Benjamin Nevius, J.

NOTICE

If you wish to defend, you must enter a written appearance personally or by attorney and file your defense or objections in writing with the Court. You are warned that if you fail to do so, the case may proceed without you and a judgment may be entered against you without further notice for the relief requested by the Plaintiff. You may lose money or property or other rights important to you.

YOU SHOULD TAKE THIS PAPER TO YOUR LAWYER AT ONCE. IF YOU DO NOT HAVE A LAWYER, GO TO OR TELEPHONE THE OFFICE SET FORTH BELOW. THIS OFFICE CAN PROVIDE YOU WITH INFORMATION ABOUT HIRING A LAWYER.

IF YOU CANNOT AFFORD TO HIRE A LAWYER, THIS OFFICE MAY BE ABLE TO PROVIDE YOU WITH INFORMATION ABOUT AGENCIES THAT MAY OFFER LEGAL SERVICES TO ELIGIBLE PERSONS AT A REDUCED FEE OR NO FEE.

LAWYER REFERRAL SERVICE
BERKS COUNTY BAR ASSOCIATION
544 COURT STREET
P.O. BOX 1058
READING, PA 19603
(215) 375-4591

BARBARA A. BROWN
Plaintiff,
V.
JOEL L. BROWN,
Defendant.
IN THE COURT OF COMMON PLEAS
BERKS COUNTY, PENNSYLVANIA
CIVIL ACTION
2024-10486
Assigned to: J. Benjamin Nevius, J.

PRAECIPE TO REINSTATE THE COMPLAINT

TO THE PROTHONOTARY:

Please reinstate the Complaint in the above-captioned matter.

Respectfully submitted,
STEINER & SANDOE, ATTORNEYS AT LAW, LLC

By: Timothy T. Engler, Esquire Attorney for Plaintiff
ID#78448
36 W. Main Avenue
Myerstown, PA 17067
(717) 866-5737

Date: September 11, 2024

Timothy T. Engler, Esquire PA Supreme Court I.D. #78448
36 West Main Avenue
Myerstown, Pennsylvania 17067 (717) 866-5737
Tim@steinersandoe.com
Attorney for Plaintiff, Barbara A. Brown

BARBARA A. BROWN
Plaintiff,
V.
JOEL L. BROWN,
Defendant.
IN THE COURT OF COMMON PLEAS
BERKS COUNTY, PENNSYLVANIA
CIVIL ACTION
2024-
Assigned to:

COMPLAINT

1. Plaintiff is an adult individual who currently resides at Juniper Village at Lebanon located at 1125 Birch Road, Lebanon, Pennsylvania 17042.
2. Plaintiff owns the property located at 3102 River Road, Reading, Pennsylvania 19605 (hereinafter the "Premises"), more fully described in the deed attached hereto and incorporated herein as Exhibit "A."
3. Pursuant to a POA dated July 12, 2017, Plaintiff's Daughter, Jody L. Miller, was appointed as her agent.
4. Defendant is an adult individual who owns a property located at 370 McCoy Lane, Leesport, Pennsylvania, 19533.
5. Defendant is currently in possession of the Premises.
6. Plaintiff is the record owner of the Premises and is unable to return to her home and it is in her best interest to sell the home in the seller's market.
7. Plaintiff is unable to list the Premises for sale with Defendant in possession and overloading the home with his personal property.
8. On April 16, 2024, Defendant was served with a Notice to remove himself and his personal property from the Premises within thirty (30) days.
9. As of the date of this complaint, Defendant has not removed himself and his personal property from the Premises.
10. Defendant has no valid legal right to the possession of the Premises.
11. Plaintiff claims the right to possession of the premises to the exclusion of the Defendant.

WHEREFORE, Plaintiff seeks judgment for possession of the aforesaid Premises and any other order necessary for the granting of proper relief.

Respectfully submitted,
STEINER & SANDOE,
ATTORNEYS AT LAW, LLC
By: Timothy T. Engler Esquire
Attorney for Plaintiff

Dated: May 30, 2024
RE Sept. 19 A-1

BOROUGH OF WEST READING ENTRY LEVEL POLICE OFFICER TESTING

The Borough of West Reading Civil Service Commission is accepting applications for entry level police officers. All persons interested in becoming an entry level police officer with the Borough of West Reading shall submit a completed application by mail addressed to or in person to the Borough of West Reading during normal hours at the West Reading Borough Hall, 500 Chestnut Street, West Reading, Berks County, Pennsylvania 19611 to be received by the Borough no later than 5:00 PM on Friday, October 4, 2024. Applicants must be 21 years of age or older at time of application.

Interested persons may obtain an application from the Borough of West Reading's website at www.westreadingborough.com or in person from the Borough Hall or request by telephone at 610-373-0111 during regular business hours.

The Civil Service Commission nor the Borough assumes no responsibility for missed filing deadlines due to a delay in the mail.

The Borough Civil Service Commission will accept the first fifty (50) received completed applications for a written examination to be conducted on Saturday, October 12, 2024 at 10:00 AM at the Borough of West Reading Fire Department located at 223 Playground Drive, West Reading, Berks County, Pennsylvania 19611. The doors for the examination will open at 9:30 AM and no one will be admitted after 10:00 AM. Applicants must produce a valid photo identification to participate in the examination.

The physical agility examination for entry level officer for the Borough of West Reading will also be conducted on Saturday, October 12, 2024. The physical agility examination will be held at Flannery Field, High Road at Old Mill Road, Wyomissing, Berks County, Pennsylvania 19610 by the Reading Police Academy commencing at 1:00 PM. Applicants must produce a valid photo identification to participate in the examination. The Informed Consent Form must be provided directly to the staff providing the physical agility testing, at the time of registration for the physical agility test.

The date of the oral examination for applicants passing the written and physical examinations will be advertised and the successful applicants notified.

Testing and hiring of entry level police officers will be pursuant to the Borough of West Reading Civil Service Rules and Regulations. The receipt of applications and testing is not a guarantee that the Borough Police Department will be hiring.
RE Sept. 15 & 19 A-1

IN THE COURT OF COMMON PLEAS OF BERKS COUNTY, PENNSYLVANIA
CIVIL DIVISION - LAW

FIRST COMMONWEALTH FEDERAL CREDIT UNION,
Plaintiff,
v.
JORDAN PHILIP F. RIVERA-UMPIERRE,
Defendant.

NO.: 24-01616
CIVIL ACTION
NOTICE

TO: DEFENDANT JORDAN PHILIP F. RIVERA-UMPIERRE

TAKE NOTICE THAT First Commonwealth Federal Credit Union has filed a Complaint in the aforesaid Court at the above docket number seeking damages in excess of $16,000.00.

If you wish to defend, you must take action within twenty (20) days, by entering a written appearance personally or by attorney and filing in writing with the court your defenses or objections to the claims set forth against you. You are warned that if you fail to do so the case may proceed without you and a judgment may be entered against you by the court without further notice for any money claimed in the pleading or for any other claim or relief requested by the Plaintiff. You may lose money or property or other rights important to you.

YOU SHOULD TAKE THIS PAPER TO YOUR LAWYER AT ONCE. IF YOU DO NOT HAVE A LAWYER, GO TO OR TELEPHONE THE OFFICE SET FORTH BELOW. THIS OFFICE CAN PROVIDE YOU WITH INFORMATION ABOUT HIRING A LAWYER.

IF YOU CANNOT AFFORD TO HIRE A LAWYER, THIS OFFICE MAY BE ABLE TO PROVIDE YOU WITH INFORMATION ABOUT AGENCIES THAT MAY OFFER LEGAL SERVICES TO ELIGIBLE PERSONS AT A REDUCED FEE OR NO FEE.

Lawyers' Referral Service of the Berks County Bar Association
544 Court Street
Reading PA 19601
610-375-4591
www.berksbar.org

FITZPATRICK LENTZ & BUBBA, P.C.
Michael R. Nesfeder
I.D. No. 49563
645 W. Hamilton Street, Suite 800
Allentown, PA 18101
Attorney for Plaintiff
RE Sept. 19 A-1

NOTICE OF CORPORATE DISSOLUTION

NOTICE IS HEREBY GIVEN that Circle of Life Coalition, a Pennsylvania nonprofit corporation, registered with the Commonwealth of Pennsylvania at the following address: 880 North Church Road, Sinking Spring, Berks County, Pennsylvania 19608 is being dissolved and is now engaged in winding up proceedings so that its corporate existence shall be ended pursuant to Section 5975 of the Nonprofit Corporation Law of 1988, as amended.

Maureen A. Gorman
Stevens & Lee
111 N. Sixth Street
Reading, PA 19601
RE Sept. 19 A-1

NOTICE TO RESIDENTS OF BRECKNOCK TOWNSHIP

The Board of Supervisors of Brecknock Township, Berks County, Pennsylvania will consider the enactment of the Ordinance summarized below on Tuesday, October 1, 2024, beginning at 7:00 p.m. at the Brecknock Township Municipal Building located at 889 Alleghenyville Road in Brecknock Township, Berks County, Pennsylvania. The complete title and summary of the provisions of the proposed Ordinance are as follows:

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF BRECKNOCK TOWNSHIP AMENDING CHAPTER 1 OF THE BRECKNOCK TOWNSHIP CODE OF ORDINANCES ENTITLED "ADMINISTRATION AND GOVERNMENT", PART 2 ENTITLED "COMPENSATION", SECTION 1-202 ENTITLED "TAX COLLECTOR COMPENSATION" TO INCREASE THE COMPENSATION FOR THE TAX COLLECTOR FOR REAL ESTATE TAXES FOR BRECKNOCK TOWNSHIP

Section 1 amends the Code of Ordinances of the Township of Brecknock, Chapter 1 entitled "Administration and Government" Part 2 entitled "Compensation", Section 27-202 entitled "Tax Collector Compensation" in its entirety to increase the compensation of the Tax Collector for the collection of real estate taxes to $2.50 per real estate tax bill collected. Section 2 is the repealer. Section 3 states that the provisions of the Ordinances are severable. Section 4 provides that all other sections, parts and provisions of the Code of Ordinances of Brecknock Township shall remain in full force and effect. Section 5 provides an effective date.

All interested persons are invited to attend and be heard. A complete copy of the proposed Ordinance is on file with this newspaper. A complete copy of the proposed Ordinance is available for inspection without charge and for copying at a charge not greater than the cost thereof at the Township Building during regular office hours.

BOARD OF SUPERVISORS OF BRECKNOCK TOWNSHIP
BERKS COUNTY, PENNSYLVANIA
Kate Mcintyre-Hannigan,
Secretary-Treasurer

Elizabeth A. Magovern,
Esquire, Solicitor
RE Sept. 19 A-1

NOTICE TO THE RESIDENTS OF THE BOROUGH OF WOMELSDORF, BERKS COUNTY, PENNSYLVANIA

NOTICE IS HEREBY GIVEN that a public meeting will be held by the Borough of Womelsdorf Zoning Hearing Board ("Board") on Thursday, October 3, 2024, at 6:00 p.m., at the Womelsdorf Borough Hall, 101 W. High Street, Womelsdorf, Berks County, Pennsylvania, at which time the Board will consider the Application of Loretta L. Barnes for a variance and/or special exception pursuant to the Joint Zoning Ordinance for Heidelberg Township, North Heidelberg Township, Robesonia Borough and Womelsdorf Borough, adopted January 10, 2004, as amended. The Subject Property is located at 539 W. Franklin Street and is located in the Low Density Residential (LDR) Zoning District. Applicant requests relief under Sections 307.A.4. to allow a 12' x 22' garage to be built on the west side of the existing home and a 16' x 16' master bedroom addition to be built at the northeast corner of the existing home. Any person interested in this application will be given an opportunity to be heard by the Board. A decision on the application may be rendered immediately after the hearing.
Stephen H. Price, Solicitor
Womelsdorf Borough Zoning Hearing Board
Mogel Speidel Bobb & Kershner
520 Walnut Street
Reading, PA 19601
RE Sept. 12 & 19 A-1

NOTICE TO THE RESIDENTS OF THE BOROUGH OF ST. LAWRENCE, BERKS COUNTY, PENNSYLVANIA

NOTICE IS HEREBY GIVEN that a public hearing will be held by the St. Lawrence Borough Zoning Hearing Board ("Board") on Tuesday, October 8, 2024, at 6:00 p.m., at the Borough Municipal Building, 3540 St. Lawrence Avenue, St. Lawrence, Berks County, Pennsylvania. The matter to be considered is the application of Upper Darby Sign Company dba Pro Signs for a variance, special exception, and/or interpretation from Section 606 of the Borough of St. Lawrence Zoning Ordinance dated June 14, 2012, as amended, with respect to property located at 3000 St. Lawrence Avenue, St. Lawrence Borough, Berks County, Pennsylvania, PIN 815326052709 11 ("Subject Property"). Applicant seeks relief for a master sign program which includes (1) renovating and refurbishing two freestanding center and tenant identification signs, (2) renovating and refurbishing one freestanding tenant identification sign, and (3) new, cohesively designed wall mounted business signs specific to each tenant. The Subject Property is located in the C-8 Zoning District. Any person interested in this application will be given an opportunity to be heard by the Board. A decision on the application may be rendered immediately after the hearing.
Stephen H. Price, Solicitor
St. Lawrence Borough Zoning Hearing Board
Mogel, Speidel, Bobb & Kershner
520 Walnut Street
Reading, PA 19601
RE Sept. 12 & 19 A-1

Reading Area Transportation Study
FFY 2027-2050 Long Range Transportation Plan Goals and Objectives Public Meetings

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives identified in the current plan and identify any recommended changes needed for the new plan. The goals and objectives provide the framework for the plan. Your participation will help direct these revisions and provide insight on current and future issues and needs of Berks County's transportation system.

**Registration is required. (Registration link: https://bit.ly/LRTP_Registration)

Five (5) in person meetings and one virtual meeting will be held:

Tuesday, October 1, 2024
6PM – 7PM
Robeson Township Municipal Building
2689 Main Street, Birdsboro, PA 19508

Wednesday, October 2, 2024
6PM – 7PM
Jefferson Township Municipal Building
5 Solly Lane, Bernville, PA 19506

Thursday, October 3, 2024
6PM – 7PM
Muhlenberg Township Municipal Building
210 George Street, Reading, PA 19605

Thursday, October 10, 2024
6PM – 7PM
Perry Township Municipal Building
680 Moselem Springs Road, Shoemakersville, PA 19555

Wednesday, October 16, 2024
6PM – 7PM
Washington Township Municipal Building
120 Barto Road, Barto, PA 19504

Virtual Meeting
Tuesday, October 15, 2024
1PM – 2PM
Via Microsoft Teams

If unavailable to attend any meetings, please consider taking our survey. (https://bit.ly/LRTP_Survey)

The Reading MPO is committed to compliance with nondiscrimination statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. We strive to host inclusive, accessible events that enable all individuals to engage and participate fully. To request accommodation or for inquiries about accessibility, please contact Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov at least 72 hours before the scheduled event. The MPO will attempt to honor requests made after this time as it is able.

If you believe you have been denied participation opportunities, or otherwise discriminated against based on disability, Title VI, or another covered nondiscriminatory basis, you may file a complaint using the procedures provided in our complaint process document or by contacting Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si es necesario. Personas que necesiten acomodo razonable o con preguntas pueden comunicarse l 610-478-6300.

Alan Piper, MPO Secretary
RE Sept. 19 A-1

Reading Area Transportation Study

(Estudio de Transporte del Área de Reading)

FFY 2027-2050 Long Range Transportation Plan Goals and Objectives Public Meetings
(Reuniones públicas en torno a las Metas y Objetivos del Plan de Transporte a Largo Plazo)

El estudio Reading Area Transportation Study (RATS, por sus siglas en inglés), encomendado para el condado de Berks por la Metropolitan Planning Organization (MPO, por sus siglas en inglés), está actualizando su plan: Long Range Transportation Plan, (LRTP, por sus siglas en in-

LEGAL NOTICES

glés).

El LRTP ayuda a encaminar las decisiones en torno al transporte y uso del suelo dentro de un plazo de 20 años hacia el futuro. Como parte del proceso, estaremos llevando a cabo reuniones de divulgación a través del condado de Berks para revisar las metas y objetivos identificados en el plan actual y para identificar si se necesita recomendar algún cambio para el nuevo plan. Las metas y objetivos nos proveen el marco para plan. La participación de usted en estas reuniones nos ayudará a dirigir estas revisiones, así como nos proveerá información sobre necesidades y temas actuales y futuros en torno al sistema de transporte del condado de Berks.

**Se requiere que usted se registre. (El enlace para el registro es: https://bit.ly/LRTP_Registration)

Se llevarán a cabo cinco (5) reuniones presenciales y una reunión virtual:

martes 1 de octubre de 2024
6 p.m.– 7p.m.
Robeson Township Municipal Building
2689 Main Street, Birdsboro, PA 19508

miércoles 2 de octubre de 2024
6 p.m.– 7 p.m.
Jefferson Township Municipal Building
5 Solly Lane, Bernville, PA 19506

jueves 3 de octubre de 2024
6 p.m.– 7 p.m.
Muhlenberg Township Municipal Building
210 George Street, Reading, PA 19605

jueves 10 de octubre de 2024
6 p.m.– 7 p.m.
Perry Township Municipal Building
680 Moselem Springs Road, Shoemakersville, PA 19555

miércoles 16 de octubre de 2024
6 p.m.– 7 p.m.
Washington Township Municipal Building
120 Barto Road, Barto, PA 19504

Reunión virtual
martes 15 de octubre de 2024
1 p.m.-2 p.m.
(A través de "Microsoft Teams")

Si usted no pudiera asistir a ninguna de estas reuniones, por favor, considere contestar nuestra encuesta: (https://bit.ly/LRTP_Survey).

El MPO de Reading, en todos los programas y actividades que administra, está comprometido con el cumplimiento de los estatutos, órdenes ejecutivas, regulaciones y políticas aplicables contra la discriminación . Nos esforzamos por organizar eventos inclusivos y accesibles que les permitan a todas las personas involucrarse y participar plenamente. Para solicitar acomodo razonable o para preguntas sobre accesibilidad, por favor, comuníquese con el señor Michael Golembiewski al (610) 478-6300 o al enlace planning@berkspa.gov con al menos 72 horas de anticipación al evento programada. El MPO intentará conceder, si fuese posible, las peticiones que se soliciten con menos de 72 horas.

Si usted considera que se le han negado oportunidades para participar, o considera que se ha discriminado contra usted de alguna otra manera por motivos de discapacidad, el Título VI u otra disposición cubierta contra la discriminación, usted podrá radicar una querella/queja usando los procedimientos establecidos en nuestro documento complaint process document o mediante comunicación con el señor Michael Golembiewski al (610) 478-6300 o al enlace planning@berkspa.gov.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos de ser necesario. Las personas que necesiten acomodo razonable o que tengan preguntas pueden comunicarse al 610-478-6300.

Alan Piper, Secretario del MPO
RE Sept. 19

STERN & EISENBERG, PC
1581 MAIN ST., STE 200
THE SHOPS AT VALLEY SQUARE
WARRINGTON, PA 18976
(215) 572-8111
FACSIMILE: (215) 572-5025
(COUNSEL FOR PLAINTIFF)

IN THE COURT OF COMMON PLEAS OF SCHUYLKILL COUNTY CIVIL ACTION – LAW

Nationstar Mortgage LLC sub-Servicer for Community Loan Servicing, LLC f/k/a Bayview Loan Servicing, LLC attorney in Fact for Metropolitan Life Insurance Company
Plaintiff
v.
C. C. Simmons
Defendant

Civil Action: S-0942-24

MORTGAGE FORECLOSURE

TO: C. C. Simmons

You have been sued in mortgage foreclosure on premises: 2 Bull Run Street, Coaldale, PA 18218 based on defaults since May 4, 2021. You owe $66,237.05 plus interest.

NOTICE
If you wish to defend, you must enter a written appearance personally or by attorney and file your defenses or objections in writing with the court. You are warned that if you fail to do so the case may proceed without you and a judgment may be entered against you without further notice for the relief requested by the plaintiff. You may lose money or property or other rights important to you.

YOU SHOULD TAKE THIS PAPER TO A LAWYER AT ONCE. IF YOU DO NOT HAVE A LAWYER, OR CANNOT AFFORD ONE, GO TO OR TELEPHONE THE OFFICE SET FORTH BELOW TO FIND OUT WHERE YOU CAN GET LEGAL HELP.

Lawyer Referral and Information Service
(Asociacion de Licenciados Servicio de Referencia e Informacion Legal)
Schuylkill County Legal Aid
100 South Street, P.O. Box 186
Harrisburg, PA 17108
Telephone: 1-800-692-7375
RE Sept. 19 A-1

BIDS & PROPOSALS

Notice is hereby given that the Greenwich Township Board of Supervisors will be accepting bids for the sale of a 2002 New Holland Tractor through Municibid Online Government Auctions. No warranty is being offered and the tractor is sold as is, where is. Buyer responsible for transfer tax, sales tax and title fees. Greenwich Township reserves the right to reject any and all bids. Visit www.municibid.com for item details. Bids shall be submitted online via municibid.com before October 7, 2024 at 11 am local time.

Diane Hollenbach,
administrator
Greenwich Township
RE Sept. 19 A-1

NOTICE TO BIDDERS

BUTTERLANE BRIDGE REMOVAL PROJECT

Sealed Proposals for the Butterlane Bridge Removal Project will be received in triplicate by Exeter Township at the Exeter Township Building, 4975 DeMoss Road, Reading, PA, until 10:00 a.m., prevailing time, October 10, 2024. The bids will be publicly opened and read aloud at approximately 10:00 a.m. prevailing time on the same date at the Exeter Township Building. A non-mandatory pre-bid meeting will be held on October 2, 2024 at 10:00 a.m. at the office of Great Valley Consultants, 75 Commerce Drive, Wyomissing, PA 19610.

The project consists of furnishing all material, labor, equipment and appurtenances for the removal and demolition of the existing Butterlane Bridge structure, including superstructure, pier and bridge abutments, stabilization of embankments.

The Proposal for the Butterlane Bridge Removal Project shall be accompanied by cash, money order, a certified or cashier's good faith check or a bond with corporate surety in the amount of at least 10% of the total Proposal. All Proposals shall be effective for sixty (60) days, and the project must be completed within sixty (60) calendar days of the Notice to Proceed.
The successful bidder will be required to furnish Performance, Payment and Maintenance Bonds in the amount of 100% of the total contract amount, said bonds to be that of an approved surety company authorized to transact business in the Commonwealth of Pennsylvania. A Certificate of Insurance showing proof of liability insurance and worker's compensation insurance must also be provided, as specified in the bid documents.

Notice is given that the Work is a project constituting public works and is subject to applicable provisions of the Pennsylvania Prevailing Wage Act. Act of August 15, 1961, P.L. 987, as amended and supplemented, and appropriate prevailing minimum rates as promulgated under provisions of said act must be paid by contractors in connection with performance of the necessary work.

Copies of the Contract Documents may be obtained at the office of the Engineer, Great Valley Consultants, 75 Commerce Drive, Wyomissing, PA 19610-1038. A non-refundable deposit of Fifty Dollars ($50.00) is required for each set of documents.

All submission of bids must be on the bid forms provided with the contract specifications.

All Bidders shall be PennDOT Prequalified per PennDOT

Specifications (PennDOT Publication 408, Section 102.01).

Exeter Township reserves the right, which is understood and agreed to by all Bidders, to reject any and all Bids, and to accept any Bid which is deemed most favorable to Exeter Township, at the time and under the circumstances stipulated. Exeter Township also reserves its right, at its sole discretion, to waive any informality in the Bid, and to waive any omissions, errors, mistakes, defects or irregularities in any Bid.

Exeter Township hereby reserves the right, which is understood and agreed to by all bidders, to accept or reject any and all Bids or portions thereof and to delete projects and/or portions of projects based upon budget constraints.

All bids shall be presented on the proposal form provided and shall be sealed, marked, and addressed as follows:

Exeter Township
4975 DeMoss Road
Reading, PA 19606

Attention: Larry Piersol
Public Works Director

"Proposal for Butterlane Bridge Removal Project"
RE Sept. 19 & 26 A-1

The City of Reading will receive sealed proposals via the Pennbid program at www.pennbid.net ␣ until 2:00 PM, prevailing time on October 24, 2024, for the **Renovations for City of Reading Pagoda**
Project for the City of Reading, Pennsylvania, as per specifications on file in the Office of the Purchasing Coordinator.

The Contract documents and Proposal Form for the above work can be obtained via PennBid at www.pennbid.net.

There will be a (non- mandatory) pre-bid meeting held at 10:00 AM on September 23, 2024 at the project site. 96 Duryea Drive, Reading Pa.

It is Mandatory to attend one of the three scheduled showings.

Each proposal shall be accompanied by bid surety in the amount of ten percent (10%) of the proposal. A certified check or bid bond will be accepted.

Attention is called to the fact that prevailing wage rates must be paid by the contractor and that employees shall not be discriminated against because of race, color, age, religion, sex or national origin.

The City of Reading reserves the right to accept or reject any and all bids, and to accept or reject any part of a bid, as may be in the public interest.

Purchasing Coordinator
RE Sept. 18 & 19

ESTATE NOTICES

ADMINISTRATOR'S NOTICE

Estate of Cynthia Anne Sowers a/k/a Cynthia A. Sowers
Late of Exeter Township

Letters of Administration in the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

Susan E. Groscup
58 Olympic Drive
Reading, PA 19607

or to her attorney, Lawrence J. Valeriano Jr., Esquire, Hartman, Valeriano, Magovern & Lutz, P.C., 1025 Berkshire Blvd., Suite 700, Wyomissing, PA 19610.
RE Sept. 12, 19 & 26 A-1

ADMINISTRATORS NOTICE

Estate of Donogh K. McDonagh

late of No. 7195 Pine Tree Road

Borough of Hereford, Pennsylvania 18056

Berks County, Pennsylvania, Deceased

Letters of Administration on the above estate having been granted to the undersigned, allpersons indebted to the estate are requested to make payment, and those having claims to present the same, with delay, to

Jamee Cooper, Administrator
7195 Pine Tree Road,
Hereford, PA 18056
RE Sept. 5, 12 & 19 A-1

ADMINISTRATOR'S NOTICE.

Estate of Brian Edward Deeds

late of Birdsboro, Berks County, PA, Deceased.

Letters of administration on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay to

Shanelle Boyd
1126 Spruce St.
Reading, PA 19602
Administratrix

or to her attorney, Philip J. Edwards, Esq., Koch & Koch, 217 North Sixth Street, P.O. Box 8514, Reading, PA 19603.
RE Sept. 19, 26 & Oct. 3 A-1

Administrator's Notice.

Estate of DAVID A. WILSON

late of 1400 Dogwood Drive, West Lawn, Spring Township, Berk County, Pennsylvania 19609 Deceased

Letters administration on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

SUSAN M. AUMAN
1400 Dogwood Drive
West Lawn, PA 19609
Executor

or to her attorney, REBECCA BATDORF STONE, ESQUIRE
301 East Lancaster Avenue
Shillington, PA 19607
RE Sept. 19, 26 & Oct. 3 A-1

THIS IS THE PLACE FOR CASH! So if you have merchandise to sell, call the classified department today!

Administrator's Notice.

Estate of STEVEN G. EXAS

late of 603 Lenox Avenue, Reading, Lower Alsace Township, Berks County, Pennsylvania 19606, Deceased.

Letters administration on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

MARK P. ABRAMOWICZ
603 North 26th Street
Reading, PA 19607

or to his attorney, REBECCA BATDORF STONE, ESQUIRE
301 East Lancaster Avenue
Shillington, PA 19607
RE Sept. 5, 12 & 19 A-1

ESTATE NOTICE – Estate of Jon Ann Frederick, DECEASED, late of Spring Township, PA. Letters of Administration on said estate having been granted to the undersigned, all persons indebted thereto or having claims or demands against the same will present them without delay for settlement to the said Administrator at: c/o 20 Briarcrest Sq., Suite 206, Hershey, PA 17033.
Administrator: Adrian Wallace. Attorney: Ali M. Audi, Esq.
RE Sept. 19, 26 & Oct. 3 A-1

ESTATE NOTICE

Estate of Lois M. Schneider
Sinking Spring Borough
Berks County, PA

EXECUTRIX:
Lora L. Pinkerton
174 Golf Ridge Road
Reinholds PA 17569

ATTORNEY:
Elizabeth Roberts Fiorini, Esquire
Fiorini Law, P.C.
1150 West Penn Avenue
Womelsdorf PA 19567
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTOR NOTICE

Estate of Sharon Kay Witman a/k/a Sharon K. Witman of the Township of Upper Tulpehocken, Berks County, Pennsylvania, Deceased

Letters Testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to:

Trevor Michael Witman,
Executor
c/o Brian R. Ott, Esquire
Barley Snyder LLP
2755 Century Boulevard
Wyomissing, PA 19610

or to his Attorney:
Brian R. Ott, Esquire
Barley Snyder LLP
2755 Century Boulevard
Wyomissing, PA 19610
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTOR'S NOTICE - Estate of **IRENE M. NAPOLI**, late of 7443 Hillock Lane, Reading, PA 19606, Deceased.

Letters Testamentary on the above estate have been granted. All persons indebted to the Estate are requested to make payment, and those having claims to present the same, without delay, to Salvatore M. Napoli 36 North 23rd Street, Reading, PA 19606, Executor, or to his attorney, ROBERT D. KATZENMOYER, ESQ., 2309 Perkiomen Avenue, Reading, PA 19606.
RE Sept. 12, 19 & 26 A-1

EXECUTOR'S NOTICE

Estate of BARRY CHRISTOPHER CARL, Deceased, Late of Alsace Township, Berks County, Pennsylvania

Letters Testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

Lois R. Carl, Executor
c/o Stephen G. Welz, Esquire,
Attorney for the Estate
999 Berkshire Boulevard,
Suite 290
Wyomissing, PA 19610
RE Sept. 5, 12 & 19 A-1

EXECUTOR'S NOTICE

Estate of Bernice L. Moore, Deceased
Late of 2900 Lawn Terrace, Reading Berks County, Pennsylvania 19605

Letters Testamentary on the above Estate having been granted to the undersigned, all persons indebted to the Estate are requested to make payment, and those having claims to present the same, without delay, to:

Carol L. Jablonski
3602 Wyoming Drive S
Sinking, Spring, PA
19608-8926

or to her attorney:

Gilbert M. Mancuso, Esquire
Brumbach, Mancuso & Fegley, P.C.
11 East Lancaster Avenue
P.O. Box 500
Shillington, PA 19607-0500
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTORS NOTICE

Estate of Carol J. Kissinger

late of No. 308 Sycamore Road Mohnton, PA 19540

Borough of Mohnton

Berks County, Pennsylvania, Deceased

Letters testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make pay- ment, and those having claims to present the same, without delay, to

Kathy L. Schildt
487 Angora Road
Reading, PA 19606
Executor

or to her attorney,
David R. Eshelman, Esquire
424 Walnut Street, P.O. Box 142
Reading, PA 19603-0142
(610-375-6755)
RE Sept. 12, 19 & 26 A-1

EXECUTOR'S NOTICE

Estate of Claudia Louise Melusky a/k/a Claudia L. Melusky
Late of Perry Township

Letters Testamentary in the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

Elizabeth R. Clark
49-5 Holly Drive
Reading, PA 19606

or to her attorney, Lawrence J. Valeriano Jr., Esquire, Hartman, Valeriano, Magovern & Lutz, P.C., 1025 Berkshire Blvd., Suite 700, Wyomissing, PA 19610.
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTOR'S NOTICE

Estate of Myrtle A. Valeriano
Late of the Penn Township

Letters Testamentary in the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to

Michael A. Valeriano
129 Fisher Mill Stream Road
Bernville, PA 19506

or to his attorney, Lawrence J. Valeriano Jr., Esquire, Hartman, Valeriano, Magovern & Lutz, P.C., 1025 Berkshire Blvd., Suite 700, Wyomissing, PA 19610.
RE Sept. 12, 19 & 26 A-1

Executor's Notice

Estate of Virginia Marie Mutter late of Keystone Villa Douglassville, Township of Amity, Berks County, Pennsylvania, Deceased. Letters testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to Bruce M. Graham, Executor, 962 Ivy Lane, Pottown, PA 19464 or to his attorney, Rose Kennedy, 1212 Liggett Ave., Reading, PA 19611.
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTRIX'S NOTICE

Estate of Beverly A. Grogg

late of No. 107 Mitchell Avenue

Township of Bern

Berks County, Pennsylvania, Deceased

Letters Testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to:

Tamara L. West
107 Mitchell Avenue
Reading, PA 19605

or to her Attorney:

Brian R. Ott, Esquire
Barley Snyder
2755 Century Boulevard
Wyomissing, PA 19610
RE Sept. 19, 26 & Oct. 3 A-1

EXECUTRIX'S NOTICE

ESTATE OF CATHERINE R. STANKIEWICZ
LATE OF 1180 BEN FRANKLIN HGWY., E., AMITY TWP., BERKS CO., PA 19518

Letters Testimony on the above Estate having been granted to the undersigned, all persons indebted to the Estate are requested to make payment, and those having claims to present the same, without delay to:

Chantelle M. Boyer
407 Beacon Street
Birdsboro, Pa 19508

or to her attorney, Eric C. Diggan, Esquire, 519 Walnut Street, Reading, Berks County, Pennsylvania 19601-3477.
RE Sept. 12, 19 & 26 A-1

EXECUTRIX'S NOTICE

Estate of Joseph Michael Nowotarski a/k/a Joseph M. Nowotarski

late of No. 243 Chestnut Street

Township of Union

Berks County, Pennsylvania, Deceased

Letters Testamentary on the above estate having been granted to the undersigned, all persons indebted to the estate are requested to make payment, and those having claims to present the same, without delay, to:

Michele F. Bellantoni
1401 Ladybank Court
Bel Air, MD 21015

or to her Attorney:

Brian R. Ott, Esquire
Barley Snyder
2755 Century Boulevard
Wyomissing, PA 19610
RE Sept. 19, 26 & Oct. 3 A-1

SHERIFF SALES

SHERIFF'S SALE
REAL ESTATE

By virtue of certain executions issued out of the Court of Common Pleas of Berks County, Pennsylvania, and to me directed, there will be sold at Public Venue or Outcry, on

Friday, October 11, 2024
at 10:00 A.M.

VIRTUAL SALES TO BE HOSTED BY BID4ASSETS.COM
PLEASE VISIT
https://www.bid4assets.com/berkscountysheriffsales
FOR MORE INFORMATION

The following described Real Estate, to wit:

22-15021
Judgment Amount: $162,710.28
Attorney: Brock and Scott, PLLC

LEGAL DESCRIPTION

ALL THAT CERTAIN lot or piece of ground, together with the split-level brick dwelling house thereon erected, lying on the westerly corner of Thirty-ninth Street and Circle Avenue, to be known as #200 West 39th Street, said lot being composed of the whole of Lot No. 504 and the southeasternmost 25' of Lot No. 503 of "Crestwood, Section No. 2" Plan of Lots, laid out by Richard H. Rimby, dated March 24, 1960, and recorded in Berks county Records in Plan Book No. 24 Page 27, situate in the Township of Exeter, County of Berks, State of Pennsylvania, being more fully bounded and described as follows, to wit:

BEGINNING at a point in the southwestern building line of Circle Avenue; thence extending in a southeasterly direction along said building line of Circle Avenue, by a line making a right angle with the line to be described last, a distance of eighty and eighty one-hundredths feet (80.80) to a point of curve, being the northwestern terminus of a radius connecting said building line of Circle Avenue, (57' wide), with the northwestern building line of Thirty-ninth Street, (53' wide); thence extending in a southerly direction, along the arc of a curve deflecting to the right, having a radius of twenty-five feet (25), a central angle of eighty-eight degrees eight minutes (88 ° 08'), a distance along the arc of thirty-eight and forty-six one-hundredths feet (38.46) to a point of tangent in the northwestern building line of Thirty-ninth Street, being the southwestern terminus of said radius; thence extending in a southwesterly direction along the northwestern building line of Thirty-ninth Street, a distance of ninety-six and nineteen one-hundredths feet (96.19') to a point; thence leaving said building line of Thirty-ninth Street and extending in a northwesterly direction along Lot No. 506 of said Plan of Lots, by a line making a right angle with the said building line of Thirty-ninth Street, a distance of One hundred eight and ninety-eight one-hundredths feet (108.98') to a point; thence extending in a northeasterly direction along the northwesternmost 45 of Lot No. 503 of said Plan of Lots, by a line making an interior angle of eighty-eight degrees eight minutes (88 ° 08') with the last described line, a distance of One hundred twenty-three and eighty-seven one-hundredths feet (123.87) to the Place of BEGINNING.

SUBJECT TO THE FOLLOWING RESTRICTIONS:

FIRST- A reserve line of twenty five feet has been established and no building may extend beyond this line.

SECOND - All plans for buildings must be approved by Richard H. Rimby or his agent before any work is started.

THIRD - No building may be built within six feet of a property line.

FOURTH- No building except a private dwelling house or a private garage may he built unless written permission has been received from Richard H. Rimby or his agent.

FIFTH- An easement of five feet has been taken along the rear of all lots for the use of the utilitity companies.

SIXTH - No unfinished building may be occupied until the final finish of wood, stone, brick, stucco or other finishing material has been applied, unless written permission has been received from Richard H. Rimby or his agent.

SEVENTH - No Trailer, basement, tent, shack, garage, barn or other out buildings erected in the tract shall at any time be used as a residence temporarily or permanently, nor shall any residence of a temporary character be permitted.

EIGHTH - No livestock or poultry shall be maintained on any premises except watch dogs and family pets.

NINTH - No signs shall be permitted on any lots or buildings, except such as may be necessary to announce the sale or rental of the property, or the owners' or tenants' business, occupation of profession, and such signs shall not be offensive in size, shape or character.

TENTH - No business or professional office shall be established in any dwelling erected upon this lot except with written permission of

Timochenko, Amanda

From: Piper, Alan
Sent: Friday, September 20, 2024 11:51 AM
To: Piper, Alan
Cc: Timochenko, Amanda
Subject: Provide your input! – RATS Long Range Transportation Plan Public Meetings
Attachments: RATS LRTP Public Meeting Invite.pdf

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP).

The LRTP helps direct transportation investments and land use decisions over a 20-year period.

As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives identified in the current plan, and identify any recommended changes needed for the new plan.

Please join us at our public meetings!

Registration is required.

Please see the attached flyer for registration and meeting information.

Feel free to share the information.

Thank you!

SENT TO:

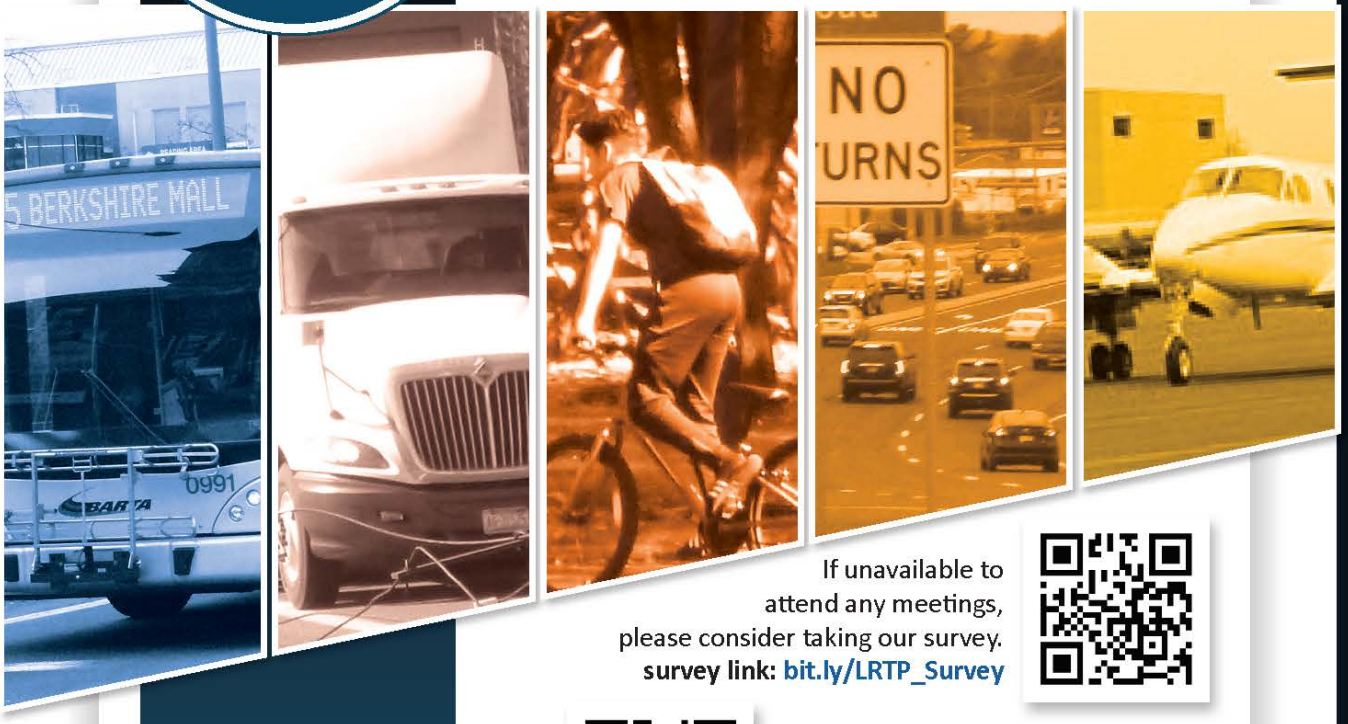
- **READING AREA TRANSPORTATION STUDY MAIL LIST**
- **LEGISLATORS (PA AND U.S.)**
- **RATS COORDINATING/TECHNICAL COMMITTEES, ALTERNATES, AND STAFF**
- **BERKS COUNTY COMMISSIONERS, COO STAFF, PUBLIC RELATIONS DEPARTMENT, ECONOMIC DEVELOPMENT DIRECTOR, BERKS COUNTY PLANNING COMMISSION DIRECTOR**
- **LRTP STEERING COMMITTEE MEMBERS**
- **HUMAN SERVICES MAIL LIST**
- **FREIGHT CONTACTS MAIL LIST**
- **BERKS COUNTY MUNICIPALITIES**
- **BERKS COUNTY PLANNING COMMISSION BOARD MEMBERS**
- **SCHOOL DISTRICTS MAIL LIST**
- **BICYCLE AND PEDESTRIAN MAIL LIST**
- **LIBRARIES MAIL LIST**

READING AREA TRANSPORTATION STUDY

FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN
GOALS AND OBJECTIVES PUBLIC MEETINGS

PLEASE JOIN US!

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation investments and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives identified in the current plan and identify any recommended changes needed for the new plan. The goals and objectives provide the framework for the plan. Your participation will help direct these revisions and provide insight on current and future issues and needs of Berks County's transportation system.



If unavailable to attend any meetings, please consider taking our survey.
survey link: bit.ly/LRTP_Survey

Encuesta sobre Metas y Objetivos del Plan de Transporte a Largo Plazo

bit.ly/LRTPencuesta

Effective Immediately – Our e-mail addresses have changed. My new address is Apiper@berkspa.gov

Our web site address has also been changed. It is now www.berkspa.gov/planning
Please update your records accordingly. Thank you.

Alan Piper | Planner III - Transportation
Berks County Planning Commission
633 Court Street, 14th Floor, Reading, PA 19601
Phone: 610-478-6300 ext. 6313 Fax: 610-478-6316

Email: Apiper@berkspa.gov
Web: www.berkspa.gov/planning

The County of Berks has changed email addresses of county staff and departments to "@berkspa.gov" . All email addresses from Berks County staff and departments use the new "@berkspa.gov" domain. Email can be sent to the "@countyofberks.com" addresses through 2024. Please edit your email addresses and lists to include the county's new email addresses.

This message and the attachment(s) are intended for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any retention, use, dissemination, distribution or copying of this communication including attachments is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone or reply to the original message at the above address and then delete all copies of the message.

Thank you.

Berks County Planning Commission
September 26, 2024 ·

Next week, the Reading Area Transportation Study (RATS) will be holding three public meetings. Consider attending a meeting in person at either Robeson, Jefferson, or Muhlenberg Township to provide your input on the existing goals and objectives of the Long Range Transportation Plan (LRTP). To register, please scan the QR code in the image below or visit the following link: bit.ly/LRTP_Registration

1 5 shares

Like Comment Share

Berks County Planning Commission
October 3, 2024 ·

In one week, the Reading Area Transportation Study (RATS) will be holding a public meeting at the Perry Township Municipal Building. This meeting will review the current goals and objectives in the Long Range Transportation Plan (LRTP) and give the public a chance to suggest changes to the goals and objectives that provide the framework for this plan. To register, please scan the QR code in the image below or visit the following link: bit.ly/LRTP_Registration

Like Comment Share

Berks County Planning Commission
October 9, 2024 ·

The last in-person public meeting to review the Long Range Transportation Plan (LRTP) goals and objectives is taking place in Washington Township on Wednesday, October 16th. To register, use the QR code in the image below or visit the following link: bit.ly/LRTP_Registration

If you cannot attend this last in-person meeting, consider attending the countywide virtual meeting on Tuesday, October 15th. To register, use the same link above. Alternatively, you may take the survey at: https://arcg.is/0Dn9nu0

1 share

Berks County Planning Commission
October 11, 2024 ·

The last public meeting to review the Long Range Transportation Plan (LRTP) goals and objectives is taking place virtually using Microsoft Teams on Tuesday, October 15, 2024 from 1PM-2PM.

PLEASE NOTE: The Oley Hills Region in person public meeting has been cancelled.

To register, please visit the following link:
https://survey123.arcgis.com/.../440180de87ed47e2acd972fb...

1 share

Like Comment Share

Berks County Planning Commission
October 14, 2024 ·

The last public meeting to review the Long Range Transportation Plan (LRTP) goals and objectives is taking place virtually using Microsoft Teams on Tuesday, October 15, 2024 from 1PM-2PM.

PLEASE NOTE: The Oley Hills Region in person public meeting has been cancelled.

To register, please visit the following link:
https://survey123.arcgis.com/.../440180de87ed47e2acd972fb...

1

Like Comment Share

Reading MPO Long Range Transportation Plan Countywide Virtual Meeting

October 15, 2024, Microsoft Teams

1

Reading Area Transportation Study (RATS)

RATS
Federally designated Metropolitan Planning Organization (MPO) for Berks County

Technical Committee
Recommending body

Coordinating Committee
Acting body

2

Technical Committee

- PENNDOT DISTRICT 5-0 (1)
- PENNDOT CENTRAL OFFICE (1)
- BERKS COUNTY PLANNING COMMISSION (2)
- CITY OF READING (2)
- SOUTH CENTRAL TRANSIT AUTHORITY (1)
- READING REGIONAL AIRPORT AUTHORITY (1)

3

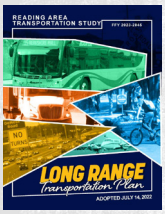
Coordinating Committee

- PennDOT District 5-0 (1)
- PennDOT Central Office (1)
- Berks County Commissioners (1)
- Berks County Planning Commission (1)
- City of Reading (1)
- Berks County Boroughs (1)
- Berks County 1st Class Townships (1)
- Berks County 2nd Class Townships (1)
- South Central Transit Authority (1)
- Reading Regional Airport Authority (1)

4

What is the LRTP?

- Required by federal transportation regulations
- Has a minimum 20-year planning horizon reflecting program goals and their application to project prioritization
- Identifies transportation system assets and their conditions, sensitive environments and the evolving needs of the users of that system
- Reflects needs related to safety, maintenance, congestion, and climate change
- Includes Performance Measures for achieving plan goals
- Must be fiscally constrained and identify funding sources
- Must be updated every four years through cooperative process that includes federal, state, local agencies and the public
- Serves as the foundation for the development of the Transportation Improvement Program
  - Projects must be identified in the LRTP prior to programming phases for construction on the TIP

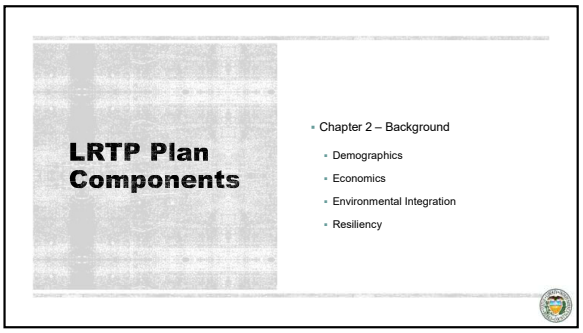


5

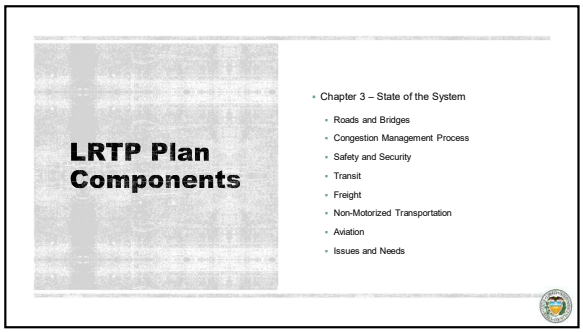
LRTP Plan Components

- Chapter 1 – Introduction
  - Provides the context for why the plan is done and its relationship with other federal, state, and local plans
  - **Vision Statement:** The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people.

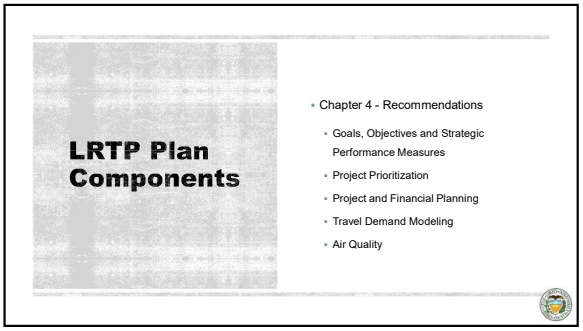
6


LRTP Plan Components
Chapter 2 – Background
Demographics
Economics
Environmental Integration
Resiliency

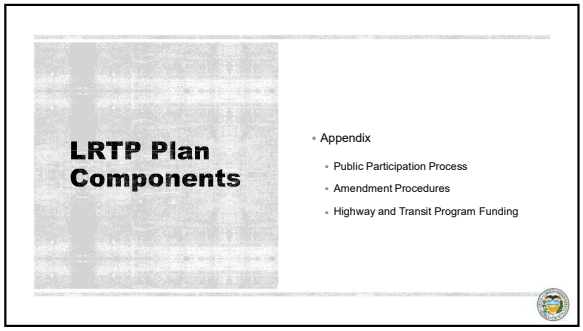
7


LRTP Plan Components
Chapter 3 – State of the System
Roads and Bridges
Congestion Management Process
Safety and Security
Transit
Freight
Non-Motorized Transportation
Aviation
Issues and Needs

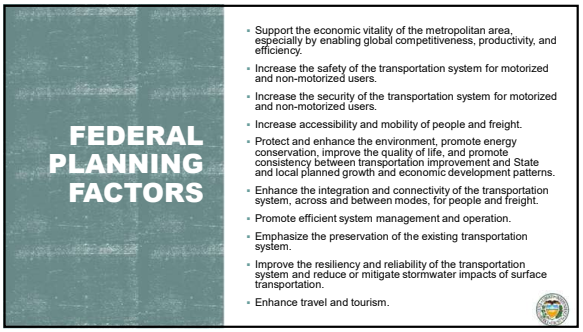
8


LRTP Plan Components
Chapter 4 - Recommendations
Goals, Objectives and Strategic Performance Measures
Project Prioritization
Project and Financial Planning
Travel Demand Modeling
Air Quality

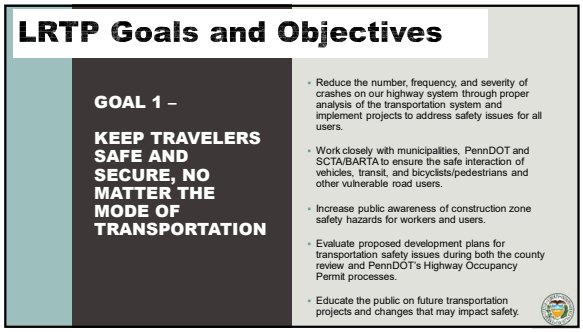
9


LRTP Plan Components
Appendix
Public Participation Process
Amendment Procedures
Highway and Transit Program Funding

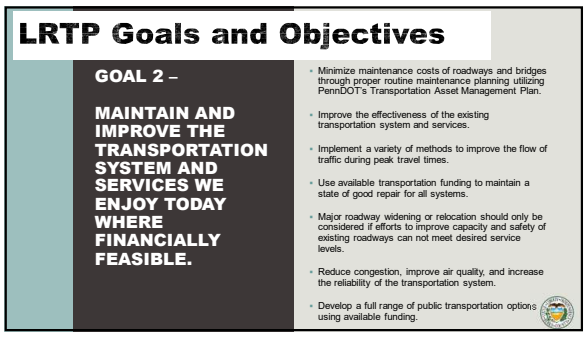
10


FEDERAL PLANNING FACTORS
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
Increase the safety of the transportation system for motorized and non-motorized users.
Increase the security of the transportation system for motorized and non-motorized users.
Increase accessibility and mobility of people and freight.
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
Promote efficient system management and operation.
Emphasize the preservation of the existing transportation system.
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
Enhance travel and tourism.

11


LRTP Goals and Objectives
GOAL 1 –
KEEP TRAVELERS SAFE AND SECURE, NO MATTER THE MODE OF TRANSPORTATION
Reduce the number, frequency, and severity of crashes on our highway system through proper analysis of the transportation system and implement projects to address safety issues for all users.
Work closely with municipalities, PennDOT and SCTA/BARTA to ensure the safe interaction of vehicles, transit, and bicyclists/pedestrians and other vulnerable road users.
Increase public awareness of construction zone safety hazards for workers and users.
Evaluate proposed development plans for transportation safety issues during both the county review and PennDOT's Highway Occupancy Permit processes.
Educate the public on future transportation projects and changes that may impact safety.

12



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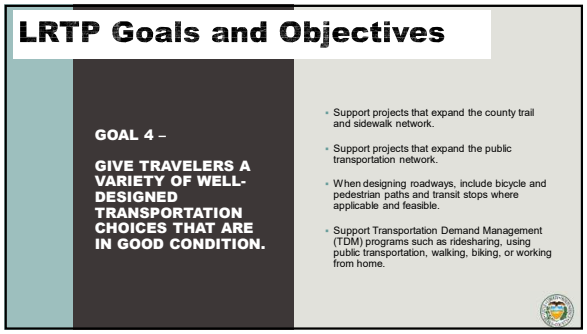

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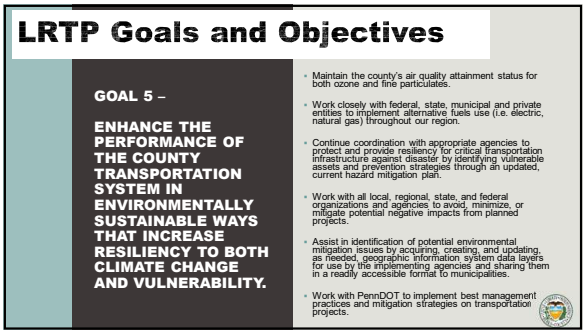

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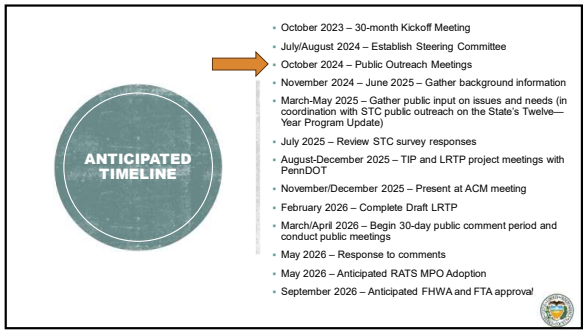

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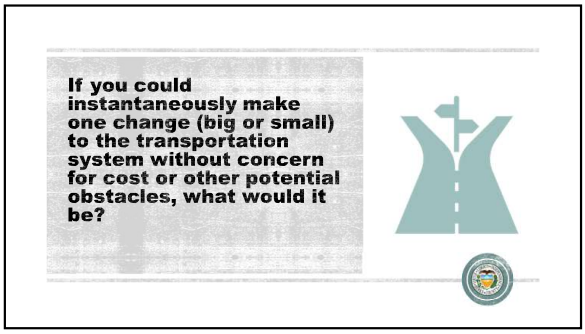

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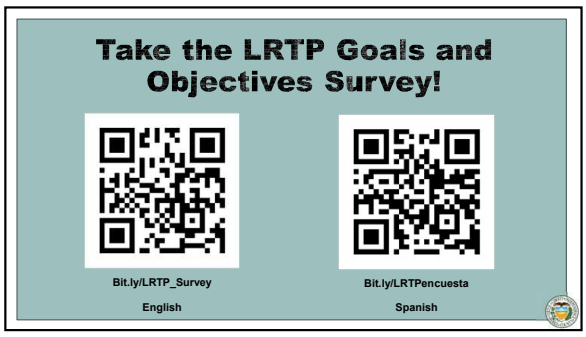
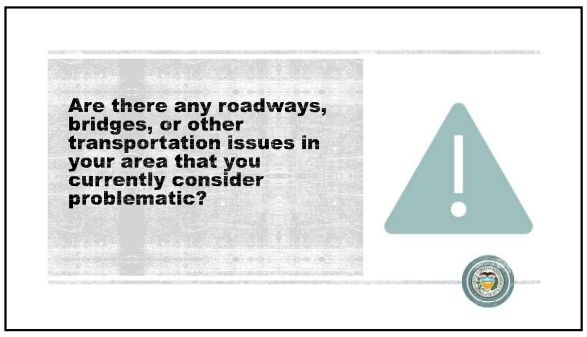

Take the LRTP Goals and Objectives Survey!
Bit.ly/LRTP_Survey
English
Bit.ly/LRTPencuesta
Spanish

19


Are there any roadways, bridges, or other transportation issues in your area that you currently consider problematic?

20

Questions

21

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
GOALS AND OBJECTIVES PUBLIC OUTREACH MEETING #1
ROBESON TWP. BUILDING, SOUTHERN HIGHLANDS REGION MEETING, OCTOBER 1, 2024

Mr. Piper started the meeting at 6:00 PM. There were 6 attendees. He welcomed everyone and gave a brief overview of the purpose for this meeting which is to review and gather public input on the Goals and Objectives of the current LRTP and revise them based on public input. He mentioned that specific projects will be discussed at the end of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people.* The following comments were received:

- Ms. Johnston – Vision is so generic that it does not have real meaning. RATS is not responsible for all roads (ex: local).
- Mr. Meraj – Remove “efficiently”. RATS provides guidance and assistance.
- Mr. Tucci – “aims to establish a balanced multimodal transportation system”. Existing vision statement is too cumbersome.

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

- Mr. Meraj – Some of these contradict each other ex: motorized vs nonmotorized.
- Ms. Timochenko – We consider all modes of transportation throughout PennDOT Connects for design.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure, no matter the mode of transportation. The five (5) Objectives attached to Goal #1 were also read. She asked for questions/comments regarding the Goal and Objectives.

- Ms. Johnston – Include access for First Responders/Emergency Service Access.
- Mr. Meraj – Drainage issues create dangerous situations. *This is addressed in Resiliency Section.*
- Mr. Tucci – asked if we look up crashes. *PCIT was explained.* then he asked if we could share that information with first responders. Discussed crashes on Lancaster Avenue.
- Mr. Lubenow – Asked if PCIT provides the cause for the accident. *Explained that it provides factors.*
- Ms. Showers – Replace “our highway system” with “the highway system” in Objective 1

Ms. Timochenko reviewed Goal #2: Maintain and improve the transportation system and services we enjoy today where financially feasible, then read the associated seven (7) Objectives. Ensuing discussion included:

- Ms. Johnston – What is the meaning of effectiveness in Objective 2?
- Mr. Lubenow – Development is in conflict by creating congestion. *It does and doesn’t. Municipalities force traffic on principal arterials rather than connecting local roads to each other, which forces traffic onto major roads. Municipalities should encourage connected subdivisions, not divide them.* Mr. Lubenow agreed and thought this would be good to include in the Joint Comprehensive Plan that is currently being worked on that includes St. Lawrence Borough.
- Ms. Johnston – Cumru has 70 dedicated cul-de-sacs. *Municipalities should connect across township lines, instead traffic needs to use primary corridors and main highways even for local trips.*

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities., then read the associated eight (8) Objectives. Ensuing discussion included:

- Ms. Showers – What is a major activity center? *Shopping/business/entertainment centers.*
- Mr. Meraj – How do you support the airport? *Ensuring access to rest of transportation network. If airport wants air freight. Make sure there is access via transit and highways.*
- Ms. Johnston – Tourist destinations are not always in the most accessible locations. Ex: Nolde Forest. *This goal and associated objectives allow for supporting more access to these types of places. Using Nolde Forest as an example, we can support and encourage further access of different types to this State Park, like Angelica Creek Trail Extension.*

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated four (4) Objectives. Ensuing discussion included:

- Ms. Johnston – Local officials do not enjoy mandating sidewalks and mandating repair to sidewalks and curbing by residents.
- Mr. Lubenow – St. Lawrence Borough insists new development include sidewalks. The developer is allowed to complete within 2 years.
- Ms. Johnston – Permitting traffic signal needs, pedestrian signals even though no pedestrians are allowed on roadway. Ex: Freemansville Rd/SR 10 Intersection, SR 10/SR 724 Intersection.

Ms. Timochenko reviewed Goal #5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability, then read the associated six (6) Objectives. She asked for questions/comments:

- Ms. Showers – The objective that starts with "assist" is basically saying to share data.
- Ms. Johnston – Lancaster Avenue in Shillington. What are fine particulates? *Explained how our projects relate to transportation emissions.*

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information.
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings.
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval.

Ms. Timochenko reviewed Slide #18 and asked the question: "If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?" Responses included:

- Mr. Tucci – Signs on exit ramps corresponding to letters they are assigned so that users of the transportation system that are broken down or in a crash can identify their location and communicate that to first responders.
- Mr. Meraj – Passenger rail to Reading.
- Ms. Johnston – BARTA Route along the east side of Cumru Township and underserved communities. The bridge at Church Rd/SR 625 Intersection to be replaced. *This bridge is currently scheduled for rehabilitation. *

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

- Notes were put onto map for this.

- Mr. Tucci – Intersection improvements (left turn lanes and signals) from SR 724 onto Gibraltar Road. Speed limit signs along SR 724.
- Mr. Meraj – Improvements to 6th Street and Heister Lane Intersection at Norfolk Southern underpass. *This is difficult due to 3 owners: state, city, and railroad. Also difficult due to need to maintain train service along this track during entirety of project.*

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming and their participation. The meeting concluded at 7:28 PM.

Long Range Transportation Plan Goals and Objectives Public Outreach
Southern Highlands Region Meeting #1 Attendance
Tuesday, October 1, 2024

First Name	Last Name	Email Address	Registered LRTP Outreach Meeting	Confirmed
Ashley	Showers	[redacted]	Southern Highlands Region Meeting	✓
Anthony	Tucci		Southern Highlands Region Meeting	✓
Larry	Piersol		Southern Highlands Region Meeting	
Patricia	Wylezik-Pfeiffer		Southern Highlands Region Meeting	✓
Jean	Johnston		Southern Highlands Region Meeting	✓
Amanda	Timochenko		Southern Highlands Region Meeting	✓
Alan	Piper		Southern Highlands Region Meeting	✓
Devon	Hain		Southern Highlands Region Meeting	✓
Shaq	Meraj		Southern Highlands Region Meeting	✓
Mark	Gillen		Southern Highlands Region Meeting	
Warren	Lubenow		Southern Highlands Region Meeting	✓

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
GOALS AND OBJECTIVES PUBLIC OUTREACH MEETING #2
JEFFERSON TWP. BUILDING, TULPEHOCKEN REGION MEETING, OCTOBER 2, 2024

Mr. Piper started the meeting at 6:00PM. There were 6 attendees. He welcomed everyone and gave a brief overview of the purpose for this meeting which is to review and gather public input on the Goals and Objectives of the current LRTP and revise them based on public input. He mentioned that specific projects will be discussed at the end of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people.* The following comments were received:
Questions:

- Ms. Reifsnyder - Why does goods come before people in the Vision Statement? Is there any reason for that? Mr. Piper replied that after these meetings, staff will review the comments and can make the recommended change putting 'people' before 'goods' in the statement. He also noted that the Vision Statement will be edited to remove the word 'provide' as RATS does not provide the transportation system.

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

- Mr. Gable - How do the formulas for funding for our area work? Mr. Piper explained the process and how funding formulas work.
- Ms. Reifsnyder - What is resiliency? Mr. Piper explained that resiliency in this instance is the ability of the transportation system to adapt and withstand impacts from natural hazards.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure, no matter the mode of transportation. The five (5) Objectives attached to Goal #1 were also read. She asked for questions/comments regarding the Goal and Objectives.

- Mr. Deck – definitely agree with goal and objectives. He asked how the speed enforcement in work zones is working and if work zone cameras be incorporated into this process because we need more of them. Mr. Piper replied that the program is working and it is incorporated into the LRTP.

Ms. Timochenko reviewed Goal #2: Maintain and improve the transportation system and services we enjoy today where financially feasible, then read the associated seven (7) Objectives. Ensuing discussion included:

- Mr. Himmelberger – What is the timeline for these plans? Mr. Piper replied that these plans will take some time to prepare. The anticipated approval of these plans will be sometime in Spring 2026.
- Mr. Gable - How do you predict warehousing? Do you see these coming? How does that work when they just pop up? Mr. Piper discussed the subdivision and land development review process at the County and the County Comprehensive Plan. He noted that municipalities are the approving body for plans and development involving warehousing.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities., then read the associated eight (8) Objectives. Ensuing discussion included:

- There was agreement on the Goals and Objectives.
- There was discussion regarding the current state of agriculture.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated four (4) Objectives.

- There were no comments on this Goal and Objectives.

Ms. Timochenko reviewed Goal #5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability, then read the associated six (6) Objectives. She asked for questions/comments:

- Mr. Deck - Does this include alternative fuels? Or plainly, different fuels for vehicles, NG, hydro, electric, etc? Mr. Piper explained the current planning initiatives for electric vehicle infrastructure.
- Mr. Gable – Where are we now? What plan are we under technically? Mr. Piper commented that the current plan is the FFY 2023-2045 LRTP and the update will be for FFY 2027-2050.

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information.
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings.
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval.

Ms. Timochenko reviewed Slide #18 and asked the question: "If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?" Responses included:

- Ms. Greth – lights all the way along Route 183. People speeding and truck traffic.
- Ms. Raifsnyder – agreed with the need for lights along Route 183.
- Mr. Deck – all of Route 183 needs to be looked at. Upgrade all of it. Traffic is heavy all of the time. Unsafe driving. It should be 4 lanes from Route 222 to Interstate 78.
- Ms. Greth – how does the state pick and choose projects? Money? Agree with the need for lights along Route 183. Mr. Piper discussed the prioritization process used by the State and RATS to identify projects.
- Mr. Gable – suggested turning lanes on Route 183 through the Borough of Bernville.
- Mr. Gable – recommended public transportation for the elderly.

The next step in the LRTP development process is continued public outreach. Staff has four (4) more in-person meetings scheduled, and an additional meeting will be held virtually. A survey is available in English and Spanish as part of this initial public outreach, and she encouraged the meeting attendees to take the survey and spread it among their peers to garner more input.

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

- Mr. Gable – Church Road intersection with Route 183 is an issue. Not sure if that is being looked at with the existing study that will be done.
- Mr. Gable – asked if any of the projects along Route 183 include Shartlesville Road? Mr. Piper discussed the current projects and study phases for the Route 183 corridor.

- Mr. Gable – The culvert along Shartlesville Road near his home creates a water sitting issue that freezes over in the winter. Could be a drainage issue. Mr. Piper directed Steve to PennDOT Customer Care center.
- Mr. Deck – Road painting has not been what it used to be. Especially in rain because you cannot see the lines. They hear a lot of excuses. Mr. Piper noted that the paint mixture has changed over the years to be more environmentally friendly.
- Ms. Raifsnyder – Enforcement by the State Police is non-existent. How can we get more enforcement activities from the SP. Mr. Piper discussed factors that influence the ability for police enforcement on roadways.
- Mr. Gable – mobile cameras for speed enforcement might be a good idea.
- Mr. Gable – Traffic lights…who pays for them? Mr. Himmelberger explained how it works.
- Ms. Raifsnyder – question about bridge near Christmas Village. What is happening with that bridge? Mr. Piper explained that the bridge is closed and will be removed.
- Mr. Deck – the newly reconstructed bridge on Route 625 is still posted but just redone – posted signs need to be taken down.
- Mr. Gable – North Heidelberg Road sharp turn hard to navigate and guardrail has been impacted a number of times.

Hearing no other comments, Mr. Piper and Ms. Timochenko thanked the attendees for coming and their participation. The meeting concluded.at 7:29 PM.

Long Range Transportation Plan Goals and Objectives Public Outreach
Tulpehocken Region Meeting #2 Attendance
Wednesday, October 2, 2024

First Name	Last Name	Email Address	Registered LRTP Outreach Meeting	Confirmed
Julie	Pummer	[redacted]	Tulpehocken Region Meeting	
Gary	Deck		Tulpehocken Region Meeting	✓
~~Gary~~	~~Deck~~		~~Tulpehocken Region Meeting~~	✓
Lori	Deck		Tulpehocken Region Meeting	
Gary	Himmelberger		Tulpehocken Region Meeting	✓
Amanda	Timochenko		Tulpehocken Region Meeting	✓
Alan	Piper		Tulpehocken Region Meeting	✓
Matt	McGough		Tulpehocken Region Meeting	✓
Susan	Ehrets		Tulpehocken Region Meeting	✓
Robert	Deisemann		Tulpehocken Region Meeting	
Jim	Maurer		Tulpehocken Region Meeting	
Steve	Gable		" " "	✓
Betsy	Reifsnyder		" " "	✓
Sally	Greth			

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
GOALS AND OBJECTIVES PUBLIC OUTREACH MEETING #3
MUHLENBERG TWP. BUILDING, METRO REGION MEETING, OCTOBER 3, 2024

Mr. Piper started the meeting at 6:05 PM. He welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input on the Goals and Objectives of the current LRTP and revise them based on public input. He mentioned that specific projects will be discussed at the end of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components, by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people*.

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure, no matter the mode of transportation. The five (5) Objectives attached to Goal #1 were also read. She asked for questions/comments regarding the Goal and Objectives.

- Mr. Lerch commented that the Goal certainly applies and should be a top priority. Ms. Reed agreed.
- Mr. Lerch commented that we should define all the modes we consider including rail (passenger and freight).
- Mr. Hoffmaster questioned why only major highways have speed enforcement cameras and not smaller roads. Mr. Piper explained the legislative process behind speed cameras in the Philadelphia and Pittsburgh regions as well as those in construction zones.

Ms. Timochenko asked if we needed to add any Objectives to the current lists.

- Ms. Reed asked about clarifying 'vehicles' to specifically list them. Mr. Piper responded the term 'vehicles' is already all-encompassing.

Ms. Timochenko reviewed Goal #2: Maintain and improve the transportation system and services we enjoy today where financially feasible, then read the associated seven (7) Objectives. Ensuing discussion included:

- Mr. Piper reiterated that Safety is first; Maintenance including optimization is secondary; and increasing capacity is a last resort.
- Mr. Reed opined that local roads tend to "fall by the wayside" when it comes to maintenance due to costs. Mr. Piper responded that we can only program based on the funding allocated.

- Mr. Lerch commented that it becomes a "Catch-22"; areas are allocated limited funds yet costs continually increase, causing a difficult balancing act between small vs large maintenance projects.
- Mr. Piper explained in detail the various funding sources and associated constraints, including 'discretionary' funds (which are never a guarantee). He cited some historical recipients of discretionary funds including the Park Road Corridor, U.S. 222 South, and U.S. 422-West Shore Bypass.
- Ms. Reed related experiences in England with centuries-old infrastructure being maintained and still used.
- Mr. Hoffmaster said that Muhlenberg Township was told today that a water line on the SR 2016 Bellevue Ave. Bridge had to be moved as part of the bridge replacement project. He was frustrated that this project has been in design/engineering for years, but they were told only today about this need.
- Mr. Lerch asked how often funding formulas were evaluated. Mr. Piper answered that they are reviewed every two years (prior to Transportation Improvement Program updates) through a Financial Guidance Working Group convened by PennDOT.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities., then read the associated eight (8) Objectives. Ensuing discussion included:

- Ms. Timochenko specifically mentioned that the last Objective, Coordinate with agricultural community to identify and address obstructions to the movement of equipment and products, was added based on a request from the Berks County Dept. of Agriculture.
- Mr. Piper explained the various statewide 'networks' that Pennsylvania used to promote but has since stopped promoting. However, we are looking to possibly add some of these back into the LRTP based on historical inclusion. He also discussed bridges; approximately 6 percent of state bridges are considered 'poor' (down significantly after prioritizing improvements), but approximately 30-35 percent of local bridges are considered 'poor'.
- After a brief discussion about the Reading Regional Airport, Ms. Reed asked if there was a market for and 'air taxi service', similar to the regional flights that used to be available. Mr. Piper answered that RATS is limited in what it can do to market the Airport; however, the Airport Authority and Executive Director are in constant communications with air carriers to try and reestablish passenger service. Discussion continued about marketing budgets. Mr. Lerch made a general statement about municipalities and the County discussing regional growth and how coordinating with the Airport Authority could play into that.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated four (4) Objectives. Ensuing discussion included:

- Mr. Lerch commented that they get local requests for bicycle and pedestrian projects, but the public thinks mostly about highways only and not Bike/ped improvements. However, it is important to include non-motorized modes in planning for redevelopment.

Ms. Timochenko reviewed Goal #5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability, then read the associated six (6) Objectives. She asked for questions/comments:

- Mr. Piper described the Air Quality conformity process and the National Electric Vehicle Infrastructure (NEVI) program.
- Ms. Timochenko commented that the six Objectives are particularly 'wordy' and will be rewritten for easier reading. The audience nodded agreement.

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information.
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings.
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval.

Ms. Timochenko reviewed Slide #18 and asked the question: "If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?" Responses included:

- Mr. Lerch mentioned the need for another access onto Stoudt's Ferry Bridge Road in the area of U.S. 222.

- He also mentioned the need to ensure proposed expansion projects on U.S. 222 North between Reading and Allentown are completed, along with the proposed expansion/reconstruction of U.S. 422 – West Shore Bypass
- Ms. Pummer mentioned one issue in Topton Borough is that of tractor-trailers going through the borough based on GPS directions even though borough streets are not sufficient for this kind of traffic.

The next step in the LRTP development process is continued public outreach. Staff has two (2) more in-person meetings scheduled, and an additional meeting will be held virtually. A survey is available in English and Spanish as part of this initial public outreach, and she encouraged the meeting attendees to take the survey and spread it among their peers to garner more input.

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

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- Mr. Lerch asked general questions about the two projects on PA 12 (Pricetown Road). Mr. Piper explained the proposals for each project (both in the design stage). Several audience members expressed concerns regarding traffic movements in winter particularly at the proposed traffic signal at PA 12/Skyline Drive. Mr. Piper further explained the proposed improvements and their impacts on winter movements.
- Hearing no other comments, Mr. Piper discussed the U.S. 222 North improvement schedules along with those for U.S. 422 – West Shore Bypass.
- Ms. Pummer mentioned that funding for maintenance of local roads is sorely lacking and noted the need for additional funds. She mentioned that the local trail upgrades (completed under a Transportation Alternatives Program grant) are working well for the community.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:20 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler
BERKS COUNTY PLANNING COMMISSION

Long Range Transportation Plan Goals and Objectives Public Outreach
Metro Region Meeting #2 Attendance
Thursday, October 3, 2024

First Name	Last Name	Email Address	Registered LRTP Outreach Meeting	Confirmed
Josephine	Torres-Boykins	[redacted]	Metro Region Meeting	
Susan	Roeckle		Metro Region Meeting Topton Boro Council	
Kevin	Lerch		Metro Region Meeting	✓
Julie	Pummer		Metro Region Meeting	✓
Amanda	Timochenko		Metro Region Meeting	✓
Alan	Piper		Metro Region Meeting	✓
Michael	Golembiewski		Metro Region Meeting	✓
Donna	Reed		Metro Region Meeting	✓
Richard	Hoffmaster			✓

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
GOALS AND OBJECTIVES PUBLIC OUTREACH MEETING #4
PERRY TWP. BUILDING, OLEY HILLS REGION MEETING, OCTOBER 10, 2024

Ms. Timochenko started the meeting at 6:15 PM. There were 2 attendees. She welcomed everyone and gave a brief overview of the purpose for this meeting which is to review and gather public input on the Goals and Objectives of the current LRTP and revise them based on public input. She mentioned that specific projects will be discussed at the end of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people.* The following comments were received:

- Ms. Timochenko – mentioned that we have received comments that the Vision Statement needs a few edits including replacing 'provide' with 'promote' as RATS does not provide the transportation system.
- Mr. Mattes – Is fine with Vision Statement.
- Mr. Anderson – Is happy that it covers the whole County, concerns with local infrastructure funding, larger/heavier truck lobbying that could quicken the deterioration of roads, large trucks traveling on local/back roads. *Discussed funding allocations and condition/repair schedule of state vs local infrastructure, agreed with heavier trucks can cause quicker deterioration, and GPS apps that keep drivers off local roads.*

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure, no matter the mode of transportation. The five (5) Objectives attached to Goal #1 were also read. She asked for questions/comments regarding the Goal and Objectives.

- Mr. Anderson – Asked if there is a way to educate the public on how to travel differently/encourage use of transit *Discussed carpooling and travel demand management programs.* Expressed concern regarding high volume of DEKA employees using Main St. as well as local roads causing congestion in the borough and unsafe conditions due to volume on local roads driven to avoid congestion. *Discussed BARTA service (Route 22) that runs to DEKA and Commute PA.*

Ms. Timochenko reviewed Goal #2: Maintain and improve the transportation system and services we enjoy today where financially feasible, then read the associated seven (7) Objectives. Ensuing discussion included:

- No comments.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities., then read the associated eight (8) Objectives. Ensuing discussion included:

- Mr. Mattes - Felt objectives for this goal were spot on.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated four (4) Objectives. Ensuing discussion included:

- Mr. Mattes – It is important for people to walk and bike. Expressed concern regarding lack of safe active transportation infrastructure along Green Valley Road developments to school and to Sheetz. *Assured of inclusion in County Bike/Ped Plan, discussed Lower Heidelberg Townships issue/need to get residents safely to Blue Marsh Lake recreation areas without use of car and Lower Heidelberg Township's desire to complete an Active Transportation Plan looking ahead.*
- Mr. Anderson – Concerns with developments in Maidencreek Township that do not have sidewalks and all the residents that walk in the street. *Discussed how sidewalk requirements are up to the municipalities. BCPC suggests that sidewalks are included during the review process. We state in Bike/Ped Plan that sidewalks should be included 2 miles around schools and .5 miles around bus stops. Discussed how the burden of sidewalks effects municipalities requiring them including developer deciding not to develop there and resident opposition to maintain.*

Ms. Timochenko reviewed Goal #5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability, then read the associated six (6) Objectives. She asked for questions/comments:

- Mr. Golembiewski – Regarding 1st objective: "Maintain and improve".
- Mr. Mattes – Regarding Goal: take out the word sustainable, replace with friendly or another synonym.

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information.
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings.
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval.

Ms. Timochenko reviewed Slide #18 and asked the question: "If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?" Responses included:

- Mr. Anderson – 1: Get cars off the road. 2: Need mass transit, especially to Philadelphia, Allentown, and New York. 3: Reading Airport needs to expand service including flights to Philadelphia and Pittsburgh.
- Mr. Mattes – Passenger rail to Philadelphia.

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

- Mr. Anderson – Asked about the tolling of the Lenhartsville Bridge on I-78. *Informed him of how that was off the table and would not be a possibility.*
- Mr. Mattes – 1: West Shore Bypass. *Informed of website, discussed widening, bridges, on ramp from 176N to 422W, and multiple phases.* 2: Sinking Spring Penn Avenue/724 intersection. *Discussed progress.* 3: Lancaster Avenue and Bingaman Street Bridge. *Discussed planned projects including the reconfiguration of that interchange.*

Hearing no other comments, Ms. Timochenko thanked the attendees for coming and their participation. The meeting concluded at 7:21 PM.

Long Range Transportation Plan Goals and Objectives Public Outreach
Hawk Mountain Region Meeting #4 Attendance
Thursday, October 10, 2024

First Name	Last Name	Email Address	Registered LRTP Outreach Meeting	Confirmed
Mary	Himmelberger	[redacted]	Hawk Mountain Region Meeting	☐
Gavin	Milligan		Hawk Mountain Region Meeting	☐
Amanda	Timochenko		Hawk Mountain Region Meeting	☐
Devon	Hain		Hawk Mountain Region Meeting	☐
Michael	Golembiewski		Hawk Mountain Region Meeting	☐
Russell	Anderson		Hawk Mountain Region Meeting	☑
Dave	Mattes		Hawk Mountain Region Meeting	☑

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
GOALS AND OBJECTIVES PUBLIC OUTREACH MEETING #5
VIRTUAL MEETING, OCTOBER 15, 2024

Meeting Notes:

Mr. Piper started the meeting at 1:05 PM. He welcomed everyone and gave a brief overview of the purpose of this afternoon's meeting which was to review and gather public input on the Goals and Objectives of the current LRTP and revise them based on public input. He mentioned that specific projects will be discussed at the end of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

The next few slides detailed the LRTP Plan Components, by Chapter.

Chapter 1 is the Introduction. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is included in this chapter**:** *The Reading Area Transportation Study will provide and maintain a balanced, multimodal transportation system that will safely and efficiently move goods and people*.

Chapter 2 contains the background Information, including demographics, economics, environmental integration, and resiliency.

Chapter 3 is the State of the System. Individual sections examine Roads and Bridges, the Congestion Management Process, Safety and Security, Transit, Freight, Non-motorized Transportation, Aviation, and Issues & Needs.

Chapter 4 is the recommendations of the plan. These include Goals/Objectives/Strategic Performance Measures, Project Prioritization, Project & Financial Planning, Travel Demand Modeling, and Air Quality Conformity.

Contained in the Appendix is documentation of the Public Participation Process, Amendment Procedures, and detailed tables/descriptions of the Highway and Transit Program Funding assumptions and calculations.

There are ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure, no matter the mode of transportation. The five (5) Objectives attached to Goal #1 were also read. She asked for questions/comments regarding the Goal and Objectives.

- Mr. Bingaman responded in the Chat feature, “Looks good to me”.
- No other comments were received.

Ms. Timochenko reviewed Goal #2: Maintain and improve the transportation system and services we enjoy today where financially feasible, then read the associated seven (7) Objectives. Ensuing discussion included:

- Mr. Roche questioned if this goal includes specific support for the proposed re-establishment of passenger rail service? Mr. Piper responded that specific support is contained in Goal #3.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen the ability of Berks County commerce to access national and international trade markets and support regional economic development and tourism opportunities, then read the associated eight (8) Objectives. Ensuing discussion included:

- Ms. Timochenko pointed out that this Goal is ‘wordy’ and it would be revised to make it more readable.

- She also mentioned the last Objective, Coordinate with agricultural community to identify and address obstructions to the movement of equipment and products, was added.
- Mr. Burns stated that the while overall Goal sounds very nice, it can have unintended consequences. For example, a community in Georgia made extensive accommodations for cyclists and pedestrians which resulted in lengthy lines of traffic having to yield for them. He further stated that we need to balance bike/ped accommodations with those for vehicular traffic.
- Mr. Burns mentioned how difficult it is traveling to and through Philadelphia Intl. Airport and, if an airport is successful, so is economic development. We need to get passenger reestablished at Reading Regional Airport.
- Mr. Burns asked if the reestablishment of passenger rail service is fiscally responsible, and will it pay for itself? Mr. Piper responded that we must provide balanced systems. He agreed with the need for fiscal responsibility. The Schuylkill River Passenger Rail Authority is working through the study process now. RATS will support whatever findings the studies report.
- Mr. Roche asked if Goal #3 should be separated into two Goals, as national/international opportunities can be separate from local/regional economic development and tourism. Ms. Timochenko answered that this will be considered. This could also help address some of Mr. Burns' concerns.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated four (4) Objectives. Ensuing discussion included:

- Mr. Burns mentioned the need for safe truck parking, knowing that this is a nationwide issue but local as well with all the recent warehouse growth. Mr. Piper responded that there will be specific recommendations coming out of the recently completed Regional Freight Study.

Ms. Timochenko reviewed Goal #5: Enhance the performance of the county transportation system in environmentally sustainable ways that increase resiliency to both climate change and vulnerability, then read the associated six (6) Objectives. She asked for questions/comments:

- Mr. Roche asked if there could be a specific objective to market public transit services? Mr. Piper answered that, here, we reference the relationship with Commute PA specifically instead of a generic objective.
- Mr. Burns stated that, under Environmental Sustainability, we need to be cautious with electrification as the supporting infrastructure is not yet widespread, is very expensive, and vehicle ranges (especially heaver duty vehicles) are still limited. Mr. Piper responded that we need to incorporate this Objective since this is a 20-year Plan.

Ms. Timochenko reviewed the anticipated LRTP development timeline:

- October 2023 – 30-month Kickoff Meeting
- July/August 2024 – Establish Steering Committee
- September/October 2024 – Public Outreach Meetings
- November 2024 – June 2025 – Gather background information.
- March-May 2025 – Gather public input on issues and needs (in coordination with State Transportation Commission [STC] public outreach on the State's Twelve—Year Program Update)
- July 2025 – Review STC survey responses
- August-December 2025 – TIP and LRTP project meetings with PennDOT
- November/December 2025 – Present at Agency Coordination Meeting (ACM) meeting
- February 2026 – Complete Draft LRTP
- March/April 2026 – Begin 30-day public comment period and conduct public meetings.
- May 2026 – Response to comments
- May 2026 – Anticipated RATS Metropolitan Planning Organization (MPO) Adoption
- September 2026 – Anticipated Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approval.

Ms. Timochenko reviewed Slide #18 and asked the question: "If you could instantaneously make one change (big or small) to the transportation system without concern for cost or other potential obstacles, what would it be?" Responses included:

- Mr. Roche would ensure equitable and accessible transit throughout the region.
- Mr. Bingaman (chat) would lessen congestion and have smoother roadways.
- Mr. Burns would work to reestablish commercial passenger air service at Reading Regional Airport

Ms. Timochenko mentioned that the next step in the LRTP development process is continued public outreach. A survey is available in English and Spanish as part of this initial public outreach, and she encouraged the meeting attendees to take the survey and spread it among their peers to garner more input.

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that attendees considered problematic.
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- Mr. Miller asked a general question about "What's within the realm of possibility"?
- Mr. Burns mentioned that he's noticed many repaired/replaced bridges in northern Berks County. Mr. Piper replied that we need a response to local bridge issues that is equivalent to that being given to state bridges.
- Mr. Bingaman (chat) mentioned PA 662, Old Airport Road, and Blacksmith Road (all in Amity Twp.) needing improvements, along with U.S. 422 from Exeter through Douglass townships.
- Mr. Piper followed-up to Mr. Burns' comments that we need a response to local bridge issues that is equivalent to that being given to state bridges.

- Mr. Young mentioned the U.S. 222 corridor from Maidencreek Township north to the Lehigh County line. Mr. Piper outlined the multiple projects planned for the corridor and their status to-date.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 1:52 PM.

Prepared by,
Michael D. Golembiewski
Transportation Modeler

BERKS COUNTY PLANNING COMMISSION

Long Range Transportation Plan Goals and Objectives Public Outreach
Hawk Mountain Region Meeting #5 Attendance
Tuesday, October 15, 2024

First Name	Last Name	Email Address	Registered LRTP Outreach Meeting	Confirmed
Matthew	Edmond	[redacted]	Countywide Virtual Meeting	☐
Anthony	Tucci		Countywide Virtual Meeting	☐
Lori	Stoudt		Countywide Virtual Meeting	☐
Randy	Miller		Countywide Virtual Meeting	☑
Kris	Thompson		Countywide Virtual Meeting	☐
Amanda	Timochenko		Countywide Virtual Meeting	☑
Alan	Piper		Countywide Virtual Meeting	☑
Michael	Golembiewski		Countywide Virtual Meeting	☑
Danielle	Monahan		Countywide Virtual Meeting	☐
Brian	Hoffa		Countywide Virtual Meeting	☑
Travis	Blanchard		Countywide Virtual Meeting	☑
Leo	Scott		Countywide Virtual Meeting	☐
Alexander	Roche		Countywide Virtual Meeting	☑
Troy	Bingaman		Countywide Virtual Meeting	☑
Mariska	van Aalst		Countywide Virtual Meeting	☐
Mariska	van Aalst		Countywide Virtual Meeting	☐
Jason	Reichert		Countywide Virtual Meeting	☐
Dave	Mattes		Countywide Virtual Meeting	☐
Ed	Burns		Countywide Virtual Meeting	☑
H David	Miller		Countywide Virtual Meeting	☐

READING AREA TRANSPORTATION STUDY

FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN
2025 PUBLIC OUTREACH MEETINGS

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives, discuss currently planned projects, and discuss existing and future transportation issues and needs. Your participation will provide valuable insight on the condition of Berks County's transportation system and help guide the development of the LRTP.

WE WANT YOUR INPUT!

PUBLIC MEETINGS

FOR YOUR CONVENIENCE, SEVEN (7) IN PERSON MEETINGS THROUGHOUT THE COUNTY AND TWO (2) VIRTUAL MEETINGS WILL BE HELD:

CITY HALL COUNCIL CHAMBERS CITY OF READING
WED, APRIL 2 • 6PM-7PM
815 Washington Street, Reading

TILDEN TOWNSHIP MUNICIPAL BUILDING
WED, APRIL 16 • 6PM-7PM
874 Hex Highway, Hamburg

CUMRU TOWNSHIP MUNICIPAL BUILDING
THURS, APRIL 24 • 6PM-7PM
1775 Welsh Road, Mohnton

CAERNARVON TOWNSHIP MUNICIPAL BUILDING
TUES, MAY 13 • 6PM-7PM
3307 Main Street, Morgantown

WOMELSDORF BOROUGH HALL
MON, APRIL 14 • 6PM-7PM
101 West High Street, Womelsdorf

COLEBROOKDALE TOWNSHIP MUNICIPAL BUILDING
TUES, APRIL 22 • 6PM-7PM
765 West Philadelphia Ave., Boyertown

MAIDENCREEK TOWNSHIP MUNICIPAL BUILDING
TUES, APRIL 29 • 6PM-7PM
1 Quarry Road, Blandon

VIRTUAL MEETINGS*
WED, APRIL 23
11AM-12PM

THURS, MAY 1
6PM-7PM

**Registration is required to receive the link to participate in the Virtual Meetings*

Registration link:
https://arcg.is/0f901O

The Reading MPO is committed to compliance with nondiscrimination statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. We strive to host inclusive, accessible events that enable all individuals to engage and participate fully. To request accommodation or for inquiries about accessibility, please contact **Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov** at least 72 hours before the scheduled event. The MPO will attempt to honor requests made after this time as it is able.

If you believe you have been denied participation opportunities, or otherwise discriminated against based on disability, Title VI, or another covered nondiscriminatory basis, you may file a complaint using the procedures provided in our complaint process document or by contacting **Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov**

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si es necesario. Personas que necesiten acomodo razonable o con preguntas pueden comunicarse l **610-478-6300**.

Reading Area Transportation Study
(Estudio de Transporte del Área de Reading**)**
FFY 2027-2050 Long Range Transportation Plan Public Outreach Meetings
(Reuniones Públicas de Divulgación sobre el Plan de Transporte a Largo Plazo**)**

El estudio Reading Area Transportation Study (RATS, por sus siglas en inglés), encomendado federalmente para el condado de Berks por la Metropolitan Planning Organization (MPO, por sus siglas en inglés), está actualizando su Long Range Transportation Plan (LRTP, por sus siglas en inglés). El LRTP ayudará a encaminar decisiones en torno al transporte y uso del suelo durante un periodo de 20 años. Como parte de este proceso, estaremos celebrando reuniones públicas de divulgación a través del condado de Berks para la revisión de objetivos y metas, la discusión de proyectos planeados en la actualidad, así como también la discusión de asuntos y necesidades actuales y futuras relacionadas con el transporte. La participación de usted nos proporcionará una perspectiva valiosa sobre las condiciones del sistema de transporte del condado de Berks y ayudará a dirigir el desarrollo del LRTP.

Para la conveniencia del público, se llevarán a cabo siete (7) reuniones presenciales a través de Berks y dos (2) reuniones virtuales:

miércoles 2 de abril de 2025
6:00 p.m. - 7:00 p.m.
City Hall, City of Reading
815 Washington Street, Reading, PA 19601

lunes 14 de abril de 2025
6:00 p.m. - 7:00 p.m.
Womelsdorf Borough Hall
101 West High Street, Womelsdorf, PA 19567

miércoles 16 de abril de 2025
6:00 p.m. - 7:00 p.m.
Tilden Township Municipal Building
874 Hex Highway, Hamburg, PA 19526

martes 22 de abril de 2025
6:00 p.m. - 7:00 p.m.
Colebrookdale Township Municipal Building
765 West Philadelphia Avenue, Boyertown, PA 19512

Jueves 24 de abril de 2025
6:00 p.m. - 7:00 p.m.
Cumru Township Municipal Building
1775 Welsh Road, Mohnton, PA 19540

martes 29 de abril de 2025

6:00 p.m. - 7:00 p.m.
Maidencreek Township Municipal Building
1 Quarry Road, Blandon, PA 19510

martes13 de mayo de 2025
6:00 p.m. - 7:00 p.m.
Caernarvon Township Municipal Building
3307 Main Street, Morgantown, PA 19543

Para participar en las reuniones virtuales, es necesario que se registre para recibir el enlace (“link”) de acceso. (Puede registrarse aquí: https://arcg.is/0f901O)

Reunión Virtual
miércoles 23 de abril de 2025
11:00 a.m. - 12:00 p.m.
Microsoft Teams

Reunión Virtual
martes 1 de mayo de 2025
6:00 p.m.- 7:00 p.m.
Microsoft Teams

El MPO de Reading está comprometido con el cumplimiento de estatutos de no discriminación, órdenes ejecutivas, regulaciones y políticas aplicables a los programas y actividades que este administra. Nos esforzamos por auspiciar eventos inclusivos y accesibles que permitan que todas las personas puedan participar y se involucren de forma plena. Para solicitar acomodo razonable o para preguntas sobre la accesibilidad, por favor comuníquese con Michael Golembiewski al (610) 478-6300 o a planning@berkspa.gov con al menos 72 horas de anticipación a la fecha programada para el evento. El MPO intentará atender las solicitudes luego de estas fechas límites en la medida que sea posible.

Si usted considera que se le han negado las oportunidades de participación, o que se ha discriminado contra usted conforme el Titulo VI, Ley ADA/Discapacidad, o en virtud de alguna otra disposición de no discriminación, usted puede radicar una querella/queja (“complaint”) siguiendo los procedimientos descritos en nuestro documento complaint process document o puede comunicarse con Michael Golembiewski al (610) 478-6300, o a planning@berkspa.gov.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si fuese necesario. Las personas que necesiten acomodo razonable o que tengan preguntas pueden comunicarse al 610-478-6300.

Alan Piper, secretario MPO

Reading Eagle Classifieds

Email: classified@allaroundphilly.com | Phone: 610-371-5138

ANNOUNCEMENTS

AUCTION ANNOUNCEMENTS

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AUCTIONEER/REALTOR
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MERCHANDISE

COLLECTIBLES & MEMORABILIA

Assorted Trains and Buildings from the 1950's. No boxes, lots of tracks. Call 610-780-3763

MISCELLANEOUS

Balance scale - $40; Back massager - $25; ConAir Bath Spa - $25; Revlon Hot Rollers - $20. 610-375-7199

GETHSEMANE Cemetery Lot For Sale, # MC-139-7 near gazebo Pictures available carolnichols22@gmail.com

Hain's Church Cemetery, Wernersville - 7 sites avail. Located in original cemetery. Negotiable. 610-780-3763

Inogen One G5 portable oxygen concentrator, w/case & spare battery. Like new, $1000. ******SOLD ******

MERCHANDISE

0BUYING-Antqs./collectibles 1 item to contents. Moving or downsize. 484-529-0851

Vintage Dolls Wanted - produced before the year 2000. Call 570-339-7102

Vinyl Record Collections Wanted, Cash paid for LPs and 45s. Rock/Soul/Jazz. Leave a message. 484-655-2881.

Wanted to Buy - Estate Jewelry, incl. costume & old watches. Vtg. clothing, Antiques. Call Nancy, 484-432-9770

ANIMALS

HORSES

BUYING HORSES, PONIES, TRAILERS, TACK CASH PAID 610-385-6594

EMPLOYMENT

HELP WANTED FULL TIME

Electromechanical Engineer (Giorgio Foods Inc., Blandon, PA): Devise solutns for elctrcl & mechncl probs; Perfrm elctrcl & mechncl repairs to manufctring equip; Trble-shoot engr'ing systms & apps; Systms incl: Elctrcl & cntrol systms, auto vision inspctn systms, & compound applics; Leverag electro- mechncl engr'ing expertise; Ensure preventive maintnc; Test equip perfrmnce & recalbrt compnents; Cmply w/ safety prcdures; Docmnt repairs & account for tools; Design mechncl parts w/ CAD sftwre & operate 3D print machnes; & Navigte comptr sftwre to trbleshoot PLCs. Req'd Exp: Wrkng w/& slvng probs w/elctrcl, mechncl & mechatronic systms; w/design & calculations of elctrcl instals; w/elctrcl panel instals, incl wiring, PLC, power cntrol & electrnc devices; Work w/ pneumatic & hydraulic systms; W/repair & imprvmnt of automated systms; w/mechncl design & use of CAD as Solidworks & Autocad; W/set up & op of 3D printers; Knwldge of Studio 5000 PLC program sftwre; & w/prject control sftwre & doc maintnc. Reqs Bachelor's or frgn equiv in Electrclmechncl Engrng or rltd fld, & 2 yrs exp as an Electrclmechncl Eng or rltd occ. SolidWorks Mechncl Dsgn Cert req'd. Slry: $85,634/yr. Send c.v. to lalers@giorgiofoods.com

HELP WANTED PART TIME

Job Opening at Calvary United Church of Christ, 123 I RT. 100 Barto, PA. Office Manager. Part-time 20 hours per week. $17.00 per hour. Combination of office and at-home work. Professional skills required. **Contact: Rev. David Brumbaugh 484-447-0458**

LAW ENFORCEMENT SECURITY

POLICE OFFICER POSITION
The Borough of Mohnton is now accepting Applications for one Full-Time Police Officer position. Applicant testing will take place on the following schedule:

Physical Agility Exam
May 17th @ 9:30 am
Written Exam
May 17th @ 1:00 pm
Oral Exam
May 24th @ 1:00 pm

Application deadline is April 30, 2025. Application forms and additional job information can be acquired at the Mohnton Borough Hall located at 21 N. O'Neil St., Mohnton or downloaded at https://www.co.berks.pa.us/Muni/Mohnton/Pages/Home.aspx.

CLASSIFIEDS hold many, many opportunities. They give opportunity for you to buy items, meet people, sell unwanted items, find housing, save money, earn a couple bucks, and much, much more.

PROFESSIONAL SERVICES

Sure Tech Services, Inc. is seeking qualified candidates for multiple positions of Programmer Analysts to create, modify, and test the code, forms, and script that allow computer business applications to run. Work from specifications drawn up by software developers or customers. Assist senior software developers by analysing user needs and designing software solutions. Develop and write computer programs to store, locate, and retrieve specific documents, data, and information using skills that include C++, Java, SQL, UNIX, Microsoft Active Server Pages (ASP), Oracle, Visual Basic (VB), JavaScript, PL/SQL, Shell scripting and XML. The Candidates must have solid technical knowledge and work experience in the above skills. Travel and Relocation may be required, to perform consulting services at various unanticipated client sites, located throughout the country for both long- and short-term projects. Must have a bachelor's degree and carry 2 or more years of work experience. Degrees can be foreign equivalent, but must be in the disciplines of Science, Technology, Computer Science, Business Admin, or Engineering (any). Any four years of college education or college equivalency education that is evaluated to a Bachelor's degree by a credential evaluator is acceptable. 8-5; M-F; 40hrs/wk.; $30 per hour or Prevailing wages. Mail the resume to Sure Tech Services, Inc., 4950 Dunham Drive, Reading PA 19606.

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ANNOUNCEMENTS

LEGAL NOTICES

NOTICE TO THE RESIDENTS OF THE TOWNSHIP OF BRECKNOCK

The Board of Supervisors of Brecknock Township, Berks County, Pennsylvania on Tuesday, April 1, 2025, beginning at 7:00 p.m. in the Brecknock Township Municipal Building at 889 Allegheny ville Road in Brecknock Township, will consider enactment of the Ordinance summarized below. The complete title and summary of the proposed Ordinance are as follows:

AN ORDINANCE AMENDING CHAPTER 26 OF THE CODE OF ORDINANCES OF THE TOWNSHIP OF BRECKNOCK, BERKS COUNTY, PENNSYLVANIA, BY RESTATING IN ITS ENTIRETY PART 5, STORMWATER MANAGEMENT, AUTHORIZING THE TOWNSHIP TO ESTABLISH A COMPREHENSIVE PROGRAM OF STORMWATER MANAGEMENT, INCLUDING REASONABLE REGULATION OF DEVELOPMENT AND ACTIVITIES CAUSING ACCELERATED EROSION, FUNDAMENTAL TO THE PUBLIC HEALTH, SAFETY AND WELFARE AND THE PROTECTION OF THE PEOPLE OF THE TOWNSHIP OF BRECKNOCK AND ALL OF THE PEOPLE OF THE COMMONWEALTH OF PENNSYLVANIA, THEIR RESOURCES AND THEIR ENVIRONMENT.

The proposed ordinance amends the Code of Ordinances of the Township of Brecknock, Chapter 26 entitled "Water", Part 5 entitled "Stormwater Management" in its entirety, as set forth in full in the proposed ordinance.

All interested residents are invited to attend and be heard. A complete copy of the proposed Ordinance is on file with this newspaper. A complete copy of the proposed Ordinance is available for inspection without charge and for copying at a charge not greater than the cost thereof at the Municipal Building at 889 Allegheny ville Road in Brecknock Township during regular office hours.

BOARD OF SUPERVISORS OF BRECKNOCK TOWNSHIP BERKS COUNTY, PENNSYLVANIA

Elizabeth A. Magovern, Esquire, Solicitor
RE Mar. 23 A-1

Reading Area Transportation Study (Estudio de Transporte del Área de Reading) FFY 2027-2050 Long Range Transportation Plan Public Outreach Meetings (Reuniones Públicas de Divulgación sobre el Plan de Transporte a Largo Plazo)

El estudio Reading Area Transportation Study (RATS, por sus siglas en inglés), encomendado federalmente para el condado de Berks por la Metropolitan Planning Organization (MPO, por sus siglas en inglés), está actualizando su Long Range Transportation Plan (LRTP, por sus siglas en inglés). El LRTP ayudará a encaminar decisiones en torno al transporte y uso del suelo durante un periodo de 20 años. Como parte de este proceso, estaremos celebrando reuniones públicas de divulgación a través del condado de Berks para la revisión de objetivos y metas, la discusión de proyectos planeados en la actualidad, así como también la discusión de asuntos y necesidades actuales y futuras relacionadas con el transporte. La participación de usted nos proporcionará una perspectiva valiosa sobre las condiciones del sistema de transporte del condado de Berks y ayudará a dirigir el desarrollo del LRTP.

Para la conveniencia del público, se llevarán a cabo siete (7) reuniones presenciales a través de Berks y dos (2) reuniones virtuales:

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miércoles 16 de abril de 2025
6:00 p.m. - 7:00 p.m.
Tilden Township Municipal Building
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martes 22 de abril de 2025
6:00 p.m. - 7:00 p.m.
Colebrookdale Township Municipal Building
765 West Philadelphia Avenue, Boyertown, PA 19512

Jueves 24 de abril de 2025
6:00 p.m. - 7:00 p.m.
Cumru Township Municipal Building
1775 Welsh Road, Mohnton, PA 19540

martes 29 de abril de 2025
6:00 p.m. - 7:00 p.m.
Maidencreek Township Municipal Building
1 Quarry Road, Blandon, PA 19510

martes13 de mayo de 2025
6:00 p.m. - 7:00 p.m.
Caernarvon Township Municipal Building
3307 Main Street, Morgantown, PA 19543

Para participar en las reuniones virtuales, es necesario que se registre para recibir el enlace ("link") de acceso. (Puede registrarse aquí: https://arcg.is/0f901O)

Reunión Virtual
miércoles 23 de abril de 2025
11:00 a.m. - 12:00 p.m.
Microsoft Teams

Reunión Virtual
martes 1 de mayo de 2025
6:00 p.m. - 7:00 p.m.
Microsoft Teams

El MPO de Reading está comprometido con el cumplimiento de estatutos de no discriminación, órdenes ejecutivas, regulaciones y políticas aplicables a los programas y actividades que este administra. Nos esforzamos por auspiciar eventos inclusivos y accesibles que permitan que todas las personas puedan participar y se involucren de forma plena. Para solicitar acomodo razonable o para preguntas sobre la accesibilidad, por favor comuníquese con Michael Golembiewski al (610) 478-6300 o a planning@berkspa.gov con al menos 72 horas de anticipación a la fecha programada para el evento. El MPO intentará atender las solicitudes luego de estas fechas límites en la medida que sea posible.
Si usted considera que se le han negado las oportunidades de participación, o que se ha discriminado contra usted conforme el Título VI, Ley ADA/Discapacidad, o en virtud de alguna otra disposición de no discriminación, usted puede radicar una querella/queja ("complaint") siguiendo los procedimientos descritos en nuestro documento
complaint process document o puede comunicarse con Michael Golembiewski al (610) 478-6300, o a planning@berkspa.gov.

Estos informes y/o documentos estarán disponibles en diversos lenguajes y formatos si fuese necesario. Las personas que necesiten acomodo razonable o que tengan preguntas pueden comunicarse al 610-478-6300.

Alan Piper, secretario MPO
RE Mar. 23

Reading Area Transportation Study FFY 2027-2050 Long Range Transportation Plan Public Outreach Meetings

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives, discuss currently planned projects, and discuss existing and future transportation issues and needs. Your participation will provide valuable insight on the condition of Berks County's transportation system and help guide the development of the LRTP.

For your convenience, seven (7) in person meetings throughout the County and two (2) virtual meetings will be held:

Wednesday, April 2, 2025
6PM – 7PM
City Hall, City of Reading
815 Washington Street, Reading, PA 19601

Monday, April 14, 2025
6PM – 7PM
Womelsdorf Borough Hall
101 West High Street, Womelsdorf, PA 19567

Wednesday, April 16, 2025
6PM – 7PM
Tilden Township Municipal Building
874 Hex Highway, Hamburg, PA 19526

Tuesday, April 22, 2025
6PM – 7PM
Colebrookdale Township Municipal Building
765 West Philadelphia Avenue, Boyertown, PA 19512

Thursday, April 24, 2025
6PM – 7PM
Cumru Township Municipal Building
1775 Welsh Road, Mohnton, PA 19540

Tuesday, April 29, 2025
6PM – 7PM
Maidencreek Township Municipal Building
1 Quarry Road, Blandon, PA 19510

Tuesday, May 13, 2025
6PM – 7PM
Caernarvon Township Municipal Building
3307 Main Street, Morgantown, PA 19543

Registration is required to receive the link to participate in the Virtual Meetings. (Registration link: https://arcg.is/0f901O)

Virtual Meeting
Wednesday, April 23, 2025
11AM-12PM
Via Microsoft Teams

Virtual Meeting
Thursday, May 1, 2025
6PM – 7PM
Via Microsoft Teams

The Reading MPO is committed to compliance with nondiscrimination statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. We strive to host inclusive, accessible events that enable all individuals to engage and participate fully. To request accommodation or for inquiries about accessibility, please contact Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov at least 72 hours before the scheduled event. The MPO will attempt to honor requests made after this time as it is able.

If you believe you have been denied participation opportunities, or otherwise discriminated against based on disability, Title VI, or another covered nondiscriminatory basis, you may file a complaint using the procedures provided in our complaint process document or by contacting Michael Golembiewski at (610) 478-6300 or planning@berkspa.gov.

MAKE YOUR WALLET HAPPY shopping the classifieds. They offer a variety of affordable goods & services.

LEGAL NOTICES

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Alan Piper, MPO Secretary
RE Mar. 23 A-1

BIDS & PROPOSALS

DANIEL BOONE AREA SCHOOL DISTRICT ATTENTION: FOOD SERVICE MANAGEMENT COMPANIES

The Daniel Boone Area School District is requesting proposals for school food service management services. The Food Service Management Company will provide management services according to United States Department of Agriculture (USDA) regulations and guidelines, as well as the Pennsylvania Department of Education (PDE) policies and guidelines.

For more information regarding the RFP, please go to the Daniel Boone Area School District website at www.dboone.org or contact Mr. Christian Lellig, Chief Financial Officer at christian.lellig@dboone.org or at 610-582-6140 ext. 1163.

Food Service Management Companies and/or their representatives may submit proposals to:
Daniel Boone Area School District
In C/O FSMC Contact
501 Chestnut Street - Door 22
Birdsboro, PA 19508

The Daniel Boone Area School District Board of Education reserves the right to accept or reject any and/or all proposals or to accept the proposal that it finds, in its sole discretion, to be in the best interest of the school district.

A walk-through meeting is scheduled for March 25, 2025 at 10AM at 501 Chestnut Street - Door 22, Birdsboro, PA 19508.
All proposals must be submitted no later than 2PM on or before April 30, 2025. All proposals should be delivered in a sealed envelope and addressed to the Daniel Boone Area School District and be clearly marked: Food Service Management Proposal.
RE Mar. 15, 20 & 23 A-1

DANIEL BOONE AREA SCHOOL DISTRICT REQUEST FOR PROPOSALS – ROOF PROJECT

The Daniel Boone Area School District will receive sealed bids for the Daniel Boone Middle School Roof Project. Bids shall be received by the Daniel Boone Area School District ("DBASD") by 1:00 p.m. local time on April 7, 2025, at its business office located at 501 Chestnut Street, Birdsboro, PA 19508.

Bid Documents, including the Specifications, will be available beginning, Monday, March 17, 2025, by contacting Jason Withers, Director of Facilities, at jason.withers@dboone.org or (610) 582-6140.

Question regarding the Bid Documents shall be submitted by email to Jason Withers, Director of Facilities, at jason.withers@dboone.org no later than March 28, 2025 at 3:00 p.m.

Timely submitted Bids will be publicly opened and read aloud on April 7, 2025 at 1:00 p.m. local time in DBASD's Administration Building located at 501 Chestnut Street, Birdsboro, PA 19508.
RE Mar. 17, 23 & 31 A-1

The Reading School District is soliciting sealed bids for the HS Athletics Facility Phase 1 Renovation ("Project") located in the City of Reading, Berks County, Pennsylvania. Sealed Bids for all contracts shall be delivered no later than 2:00 PM prevailing time on Tuesday, April 9, 2025, to The Reading School District Administration Building, 800 Washington Street, Reading, PA 19601, at which time bids will be publicly opened and read.

A **MANDATORY** pre-bid conference for **ALL** contracts will be held at Reading High School, 801 N. 13th Street, Reading, PA 19604, at 2:00 PM prevailing time on Wednesday, March 26, 2025. Attendance by all Prime Contract Bidders is mandatory.

Construction will be bid for the following Prime Contracts:

Contract No. 1: General Construction
Contract No. 2: HVAC Construction
Contract No. 3: Electrical Construction
Contract No. 4: Plumbing Construction

The Project Architect is SchraderGroup Architecture, 555 E. North Lane, Suite 5100, Building D, Conshohocken, PA 19428, Phone: 215-482-7440. The Project Construction Manager is CHA, 1 East Broad Street, Suite 310, Bethlehem, PA 18018, Phone: 610-865-3000.

Contracts 1 through 4: To bid the Project, prospective bidders must obtain the Contract Documents in PDF format directly from CHA by contacting del@chasolutions.com. Documents will be sent electronically after receipt of a non-refundable fee of one hundred dollars ($100.00). Checks shall be made payable to "CHA" and mailed to 1 E. Broad Street, Suite 310, Bethlehem, PA 18018. Bidders must supply the following information with their request for documents: the contract(s) you are bidding on, company name, contact person, complete address, phone and cellular numbers, and email address. Documents will be available March 21, 2025.

By Order of the BOARD OF SCHOOL DIRECTORS
READING SCHOOL DISTRICT
RE Mar. 15, 16 & 23 A-1

BIDS & PROPOSALS

HOW TO WRITE a classified ad that sells: First - Be complete. Second - Include the price. And third - Be available. Call today and we will be happy to help you write the most effective ad.

CLASSIFIEDS GET RESULTS EVERY DAY, ALL DAY

From: Piper, Alan
To: Piper, Alan
Subject: Berks County Input Requested - State Transportation Commission Public Comment Survey and On-Line Forum
Date: Friday, March 21, 2025 12:06:00 PM
Attachments: 12 Year Trans Program Survey V1.pdf
image001.png
image002.png
image004.png
image008.png
image009.png

Attached please find an announcement from the Pennsylvania State Transportation Commission announcing the availability of public comment survey and an Online Public Forum regarding transportation needs throughout Pennsylvania and here in Berks County. The Public Forum will be conducted on April 10th and the survey is available through April 30th.

The results of these surveys and forum comments help to inform both state and local planning efforts.

Please feel free to participate in this effort and to circulate this to your constituents and other persons / organizations that may have an interest in our transportation system.

Thank you!

Participation Needed For 12 Year Transportation Program

Every two years the State Transportation Commission (STC) and PennDOT update the 12- Year Transportation Program (TYP). The 2025 Public Comment Period for the TYP update began **Monday, March 3rd, and continues through Wednesday, April 30th.**

All Pennsylvanians are welcome to participate in the public comment period via the Transportation Survey, or by emailing comments to RA-PennDOTSTC@pa.gov , or calling 717-783-2262 from 7:30 AM - 4:00 PM to request a printed copy of the Survey, or to complete the Survey by telephone.

Additionally, PennDOT is hosting an Online Public Forum on Thursday, April 10, from 6:30 PM to 7:30 PM. The event will be conducted virtually and will feature a presentation from PennDOT Secretary of Transportation Michael Carroll as well as a live Q&A session with PennDOT personnel and State Transportation Commission members.

The STC and PennDOT will document, review, and use the public feedback provided to help identify needs and prioritize transportation projects across the state. This feedback is also used to inform other regional and statewide transportation plans and programs. After this survey closes, the comments for Berks County are also reviewed by Reading Metropolitan Planning Organization (MPO) Staff. Transportation issues/needs that are identified aid in guiding investment decisions to keep Berks County roads safe and in good condition. The comments are also compiled based on municipality and reported to each.

SENT TO:

- **READING AREA TRANSPORTATION STUDY MAIL LIST**
- **LEGISLATORS (PA AND U.S.)**
- **RATS COORDINATING/TECHNICAL COMMITTEES, ALTERNATES, AND STAFF**
- **BERKS COUNTY COMMISSIONERS, COO STAFF, PUBLIC RELATIONS DEPARTMENT, ECONOMIC DEVELOPMENT DIRECTOR, BERKS COUNTY PLANNING COMMISSION DIRECTOR**
- **LRTP STEERING COMMITTEE MEMBERS**
- **HUMAN SERVICES MAIL LIST**
- **FREIGHT CONTACTS MAIL LIST**
- **BERKS COUNTY MUNICIPALITIES**
- **BERKS COUNTY PLANNING COMMISSION BOARD MEMBERS**
- **SCHOOL DISTRICTS MAIL LIST**
- **BICYCLE AND PEDESTRIAN MAIL LIST**
- **LIBRARIES MAIL LIST**
- **BERKS COUNTY EMPLOYEES**

This message and the attachment(s) are intended for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any retention, use, dissemination, distribution or copying of this communication including attachments is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone or reply to the original message at the above address and then delete all copies of the message.

Thank you.

From: Notifications
Subject: Transportation Survey
Date: Tuesday, March 25, 2025 9:03:31 AM
Attachments: image001.png

Notification

To: All County of Berks Employees including Heim Admin
From: The Reading Area Transportation Study (RATS)
Subject: Transportation Survey

Participation Needed For 12 Year Transportation Program

Every two years the State Transportation Commission (STC) and PennDOT update the 12- Year Transportation Program (TYP). The 2025 Public Comment Period for the TYP update began **Monday, March 3rd, and continues through Wednesday, April 30th.**

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	members. The STC and PennDOT will document, review, and use the public feedback provided to help identify needs and prioritize transportation projects across the state. This feedback is also used to inform other regional and statewide transportation plans and programs. After this survey closes, the comments for Berks County are also reviewed by Reading Metropolitan Planning Organization (MPO) Staff. Transportation issues/needs that are identified aid in guiding investment decisions to keep Berks County roads safe and in good condition. The comments are also compiled based on municipality and reported to each.

From: Piper, Alan
To: Piper, Alan
Subject: Provide your input! - RATS Long Range Transportation Plan Update Public Outreach Spring 2025
Date: Tuesday, March 25, 2025 4:44:02 PM
Attachments: LRTP Public Meeting Invites 2025 - FINAL.pdf
image002.png
image004.png
image003.png
image005.png

The **Reading Area Transportation Study** (RATS) is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period.

We want your input!

We are conducting public outreach meetings across Berks County to review the goals and objectives, discuss currently planned projects, and discuss existing and future transportation issues and needs.

These meetings are separate from that being held by PennDOT on the Statewide Twelve Year Program (TYP) and will focus exclusively on Berks County!!

Please see the attached flyer for the dates, times, and locations for each public outreach meeting.

*Registration is required only for the Virtual Meetings to receive the link to participate.

Please feel free to share this information.

Thank you!

SENT TO:

- **READING AREA TRANSPORTATION STUDY MAIL LIST**
- **LEGISLATORS (PA AND U.S.)**
- **RATS COORDINATING/TECHNICAL COMMITTEES, ALTERNATES, AND STAFF**
- **BERKS COUNTY COMMISSIONERS, COO STAFF, PUBLIC RELATIONS DEPARTMENT, ECONOMIC DEVELOPMENT DIRECTOR, BERKS COUNTY PLANNING COMMISSION DIRECTOR**
- **LRTP STEERING COMMITTEE MEMBERS**
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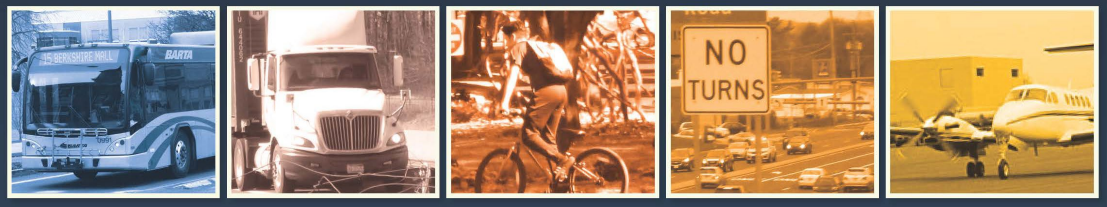
- **BERKS COUNTY MUNICIPALITIES**
- **BERKS COUNTY PLANNING COMMISSION BOARD MEMBERS**
- **SCHOOL DISTRICTS MAIL LIST**
- **BICYCLE AND PEDESTRIAN MAIL LIST**
- **LIBRARIES MAIL LIST**

READING AREA TRANSPORTATION STUDY

FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN
2025 PUBLIC OUTREACH MEETINGS

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period. As part of the process, we will be conducting public outreach meetings across Berks County to review the goals and objectives, discuss currently planned projects, and discuss existing and future transportation issues and needs. Your participation will provide valuable insight on the condition of Berks County's transportation system and help guide the development of the LRTP.

WE WANT YOUR INPUT!



PUBLIC MEETINGS

FOR YOUR CONVENIENCE, SEVEN (7) IN PERSON MEETINGS THROUGHOUT THE COUNTY AND TWO (2) VIRTUAL MEETINGS WILL BE HELD:

CITY HALL COUNCIL CHAMBERS CITY OF READING
WED, APRIL 2 · 6PM-7PM
815 Washington Street, Reading

TILDEN TOWNSHIP MUNICIPAL BUILDING
WED, APRIL 16 · 6PM-7PM
874 Hex Highway, Hamburg

CUMRU TOWNSHIP MUNICIPAL BUILDING
THURS, APRIL 24 · 6PM-7PM
1775 Welsh Road, Mohnton

CAERNARVON TOWNSHIP MUNICIPAL BUILDING
TUES, MAY 13 · 6PM-7PM
3307 Main Street, Morgantown

WOMELSDORF BOROUGH HALL
MON, APRIL 14 · 6PM-7PM
101 West High Street, Womelsdorf

COLEBROOKDALE TOWNSHIP MUNICIPAL BUILDING
TUES, APRIL 22 · 6PM-7PM
765 West Philadelphia Ave., Boyertown

MAIDENCREEK TOWNSHIP MUNICIPAL BUILDING
TUES, APRIL 29 · 6PM-7PM
1 Quarry Road, Blandon

VIRTUAL MEETINGS*
WED, APRIL 23
11AM-12PM

THURS, MAY 1
6PM-7PM

**Registration is required to receive the link to participate in the Virtual Meetings*

Registration link:
https://arcg.is/0f901O

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Berks County Planning Commission Relocation Notice – April 2025

The Berks County Planning Commission will be relocating to the County of Berks South Campus ***April 7, 2025.***

• *Beginning April 1st,* please forward ALL Subdivision and Land Development plans, applications, and checks to our new address: **400 E Wyomissing Ave., Box 2, Mohnton, PA 19540**.
• All other correspondence such as ACT 67/68, zoning/ subdivision ordinance amendments and Act 14 Notifications can be forwarded via email to planning@berkspa.gov.
• Subdivisions and Land Development Endorsements will be postponed April 7th through the 21th. If there is an emergency that plans must be endorsed please email planning@berkspa.gov.
• Appointments for endorsement will resume on or before April 21st.
• Our telephone number will remain the same.

Alan Piper | Planner III - Transportation
Berks County Planning Commission
633 Court Street, 14th Floor, Reading, PA 19601
Phone: 610-478-6300 ext. 6313 Fax: 610-478-6316

Email: Apiper@berkspa.gov
Web: www.berkspa.gov/planning

This message and the attachment(s) are intended for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any retention, use, dissemination, distribution or copying of this communication including attachments is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone or reply to the original message at the above address and then delete all copies of the message.

Thank you.

Berks County Planning Commission
March 6, 2025 ·

Pennsylvania Department of Transportation (PennDOT) and the State Transportation Commission have announced the start of the 2025 Public Comment Period for the update of the 12-Year Program. This survey allows the public to comment on general and specific transportation needs, issues, and concerns. This survey runs through April 30th, have your voice heard today - here's the link to the survey:

https://survey.talkpatransportation.com/#/Survey

If you're interested in learning more about the 12-Year Program, you can register for the Online Public Forum to be held on Thursday, April 10th from 6:30-7:30PM.

Berks County Planning Commission
March 25, 2025 ·

What transportation issues are of concern to you? Take Pennsylvania's Transportation Survey to address transportation needs as part of PennDOT and the State Transportat... See more

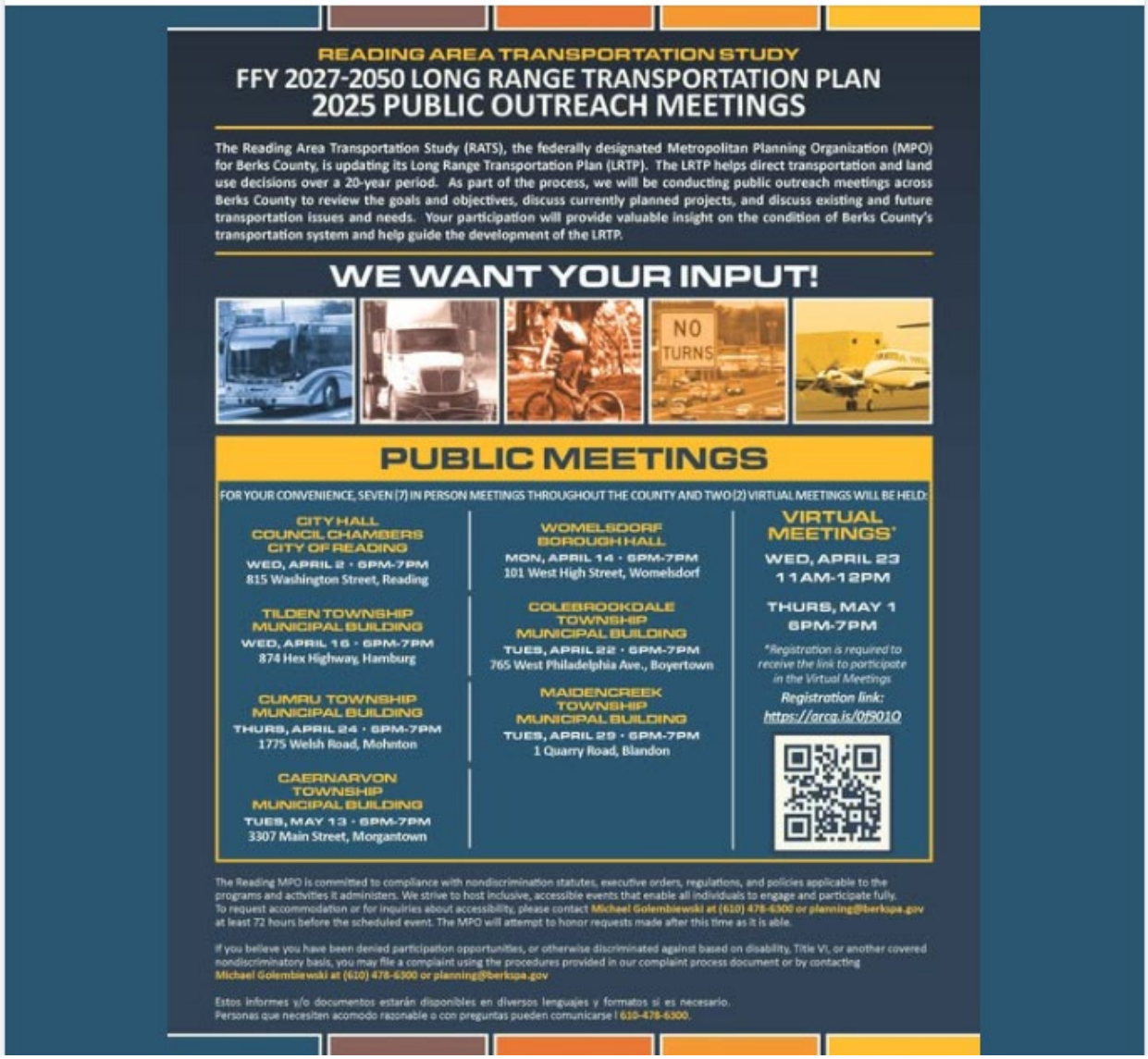
2 1 share

Like Comment Share

Berks County Planning Commission
April 2, 2025 ·

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP), which helps direct transportation and land use decisions over a 20-year period. As part of the process, a series of public outreach meetings will be conducted.

The next public meeting will be tonight at City Hall in Reading, PA. See the flyer below for full information. Thanks!



Berks County Planning Commission
April 7, 2025 ·

As part of PennDOT and the State Transportation Commission's 2025 12-Year Program public comment period, an online public forum will be held this Thursday, April 10th from 6:30-7:30PM. This forum will include a keynote from PennDOT Secretary of Transportation, Michael Carroll, and a panel of PennDOT personnel and STC members moderating a live Q&A session. Register at the link below and submit your question today!
https://talkpatransportation.com/opf-registration

Berks County Planning Commission
April 10, 2025 ·

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP), which helps direct transportation and land use decisions over a 20-year period. As part of the process, a series of public outreach meetings will be conducted.

The next public meeting will be Monday April 14th at Womelsdorf Borough Hall. See the flyer below for full information. Thanks!

Berks County Planning Commission
April 14, 2025 ·

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP), which helps direct transportation and land use decisions over a 20-year period. As part of the process, a series of public outreach meetings will be conducted.

The next public meetings will be tonight at Womelsdorf Borough Hall, and tomorrow at Tilden Township's Municipal Building. See the flyer below for full information. Thanks!

Berks County Planning Commission
April 21, 2025 ·

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP), which helps direct transportation and land use decisions over a 20-year period. As part of the process, a series of public outreach meetings will be conducted.

The next public meetings will be Tuesday April 22nd at Colebrookdale Township's Municipal Building, a VIRTUAL meeting on Wednesday April 23rd, and Thursday April 24th at Cumru Township's Municipal Building. See the flyer below for full information. Thanks!

Berks County Planning Commission
April 24, 2025 ·

Have your voice heard! The public comment period for PennDOT and the State Transportation Commission's 2025 12-Year Program is coming to a close. The online PA Transportation Survey closes on Wednesday, April 30th, so share your transportation needs, issues, and concerns today!

To take the survey, click on the following link: https://survey.talkpatransportation.com/#/Survey

1 1 share

Berks County Planning Commission
April 28, 2025 ·

The Reading Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for Berks County, is updating its Long Range Transportation Plan (LRTP), which helps direct transportation and land use decisions over a 20-year period. As part of the process, a series of public outreach meetings will be conducted.

The next public meetings will be Tuesday April 29th at Maidencreek Township's Municipal Building, and a VIRTUAL meeting will be held on Thursday May 1st. See the flyer below for full information. Thanks!

BERKS COUNTY
Planning Commission

E-FLASH

March 2025

The Planning Commission will be on the move beginning April 7th

In preparation for this move:

- **Beginning April 1st** forward ALL Subdivision and Land Development plans, applications, and checks, to our new address: **400 E Wyomissing Ave, Mohnton, PA 19540**.
- All other correspondence such as ACT 67/68, zoning/ subdivision ordinance amendments and Act 14 Notifications can be forwarded via email to **planning@berkspa.gov**
- Subdivisions and Land Development Endorsements will be postponed April 7th through the 21st. If there is an emergency that plans must be endorsed please email: **planning@berkspa.gov** Appointments for endorsement will resume on or before April 21st.
- Our telephone number will remain the same.

We appreciate your patience as we transition to our new office.

Participation Needed For 12 Year Transportation Program

Every two years the State Transportation Commission (STC) and PennDOT update the 12- Year Transportation Program (TYP). The 2025 Public Comment Period for the TYP update began **Monday, March 3rd, and continues through Wednesday, April 30th.**

All Pennsylvanians are welcome to participate in the public comment period via the Transportation Survey, or by emailing comments to RA-PennDOTSTC@pa.gov , or calling 717-783-2262 from 7:30 AM – 4:00 PM to request a printed copy of the Survey, or to complete the Survey by telephone.

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Subdivision & Land Development Report

BERKS COUNTY
Planning Commission

E-FLASH

March 2025

Join Us For The Comprehensive Plan Kickoff

Thursday, March 27, 2025 | 10:00 AM–11:00 AM

During the Commsioners Meeting, the Planning Commission will formally present their plan for the NEW Berks County Comprehensive Plan.

This is a public meeting that will be available in-person located:
13th Floor Commissioners' Boardroom,
Services Center, 633 Court Street · Reading
and live via Microsoft Teams, BCTV, Facebook, and YouTube

PA Land Use Institute

Saturday, April 5, 2025
8:00 AM Registration and Hot Breakfast
8:30 AM – 1:00 PM training

Please join the Attorney Joan London, along with the Berks County Planning Commission and the Berks County Department of Agriculture for the PA Land Institute on **Saturday April 5th!**

Come hear about the Recent Land Use Court Decisions and Pending Legislation, The New Berks County Comprehensive Plan, the Berks County Agricultural Land Conservation Program and the recently adopted Growing Berks Agriculture Economic Study.

CLICK TO REGISTER

PennDOT Connects Outreach District 5

Thursday, March 27, 2025 · 1 PM–3 PM
1002 Hamilton Street
Allentown, PA 18101
(In-person or Virtual)

Attending a PennDOT Connects Municipal Outreach session is an opportunity for communities to make connections, learn about resources, and improve transportation projects.

CLICK TO REGISTER

LTAP Course

PEDESTRIANS AND CROSSWALKS
Thursday, April 17, 2024
8:00 AM–12:00 PM

Berks County Agricultural Center
1238 County Welfare Road,
Leesport, PA 19533

TO REGISTER:
gis.penndot.gov/ltap/

Or Contact **Matt McGough**
at the Berks County Planning Commission
at **610 478-6300 Ext. 6306**
or via email at **mmcgough@berkspa.gov**

The latest Planning Advice for Utility Scale Solar Facilities is now available.
CLICK TO VIEW THE UPDATED DOCUMENT.

4/1/25, 12:40 PM Reading Eagle

BERKS COUNTY

Meetings set on transportation plan

Comments sought on issues, needs

BY STEVEN HENSHAW

SHENSHAW@READINGEAGLE.COM

The Reading Area Transportation Study, or RATS, will be conducting public outreach meetings across Berks County, starting this week, to gather input on its Long Range Transportation Plan.

The plan helps direct transportation and land-use decisions for 20 years.

“This is the opportunity for the public to tell us exactly what they feel about transportation issues and needs,” said Alan Piper, county transportation planner.

The job of the transportation planners will be to try to incorporate feasible suggestions into the long-range plan and the transportation improvement plan (TIP) that makes up the first four years of the overarching plan.

The long-range plan doesn’t just address highway and bridge needs, Piper said. It addresses all facets of transportation, including bicycle and pedestrian movement and transit.

Not to be confused, he said, but apart from the Berks meetings, PennDOT recently opened the public comment period for the statewide 12-year transportation plan. An online public forum that is part of that project will be hosted by PennDOT Secretary Mike Carroll on April 10.

The meetings being hosted by RATS, which is PennDOT’s designated metropolitan planning organization for Berks, will focus exclusively on Berks.

Seven in-person sessions and two virtual meetings are scheduled, including Wednesday evening in Reading.

RATS representatives will review the goals and objectives that were identified based on the first phase of public input in the fall as well as current and future planned projects.

Registration is required only for the virtual meetings to receive the link to participate.

These one-hour meetings are scheduled:

Reading City Hall Council Chambers, Wednesday at 6 p.m.

Womelsdorf Borough Hall, April 14 at 6 p.m.

Tilden Township Municipal Building, April 16 at 6 p.m.

Colebrookdale Township Municipal Building, April 22 at 6 p.m.

Cumru Township Municipal Building, April 24 at 6 p.m.

Maidencreek Township Municipal Building, April 29 at 6 p.m.

Caernarvon Township Municipal Building, May 13 at 6 p.m.

Virtual meetings will be conducted April 23 at 11 a.m. and May 1 at 6 p.m. Register at: https://survey123.arcgis.com/

Ashley Showers • You
Assistant Director at Berks County Planning Commission
now •

The Reading Area Transportation Study (RATS) is updating its Long Range Transportation Plan (LRTP). The LRTP helps direct transportation and land use decisions over a 20-year period.

We want your input!

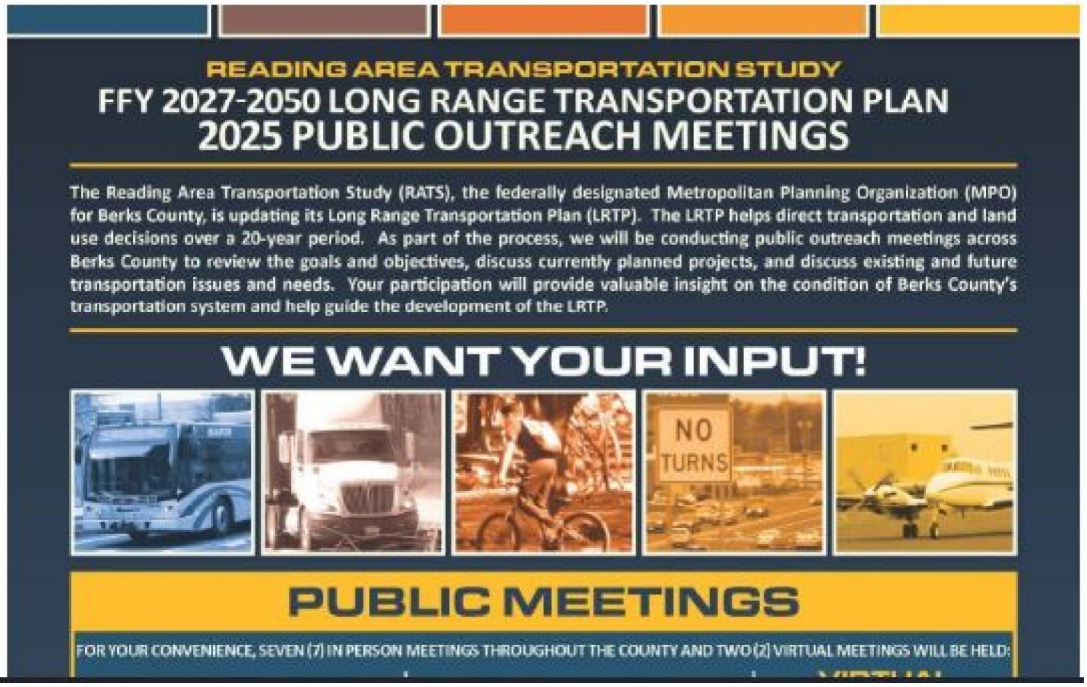
We are conducting public outreach meetings across Berks County to review the goals and objectives, discuss currently planned projects, and discuss existing and future transportation issues and needs.

Please see the attached flyer for the dates, times, and locations for each public outreach meeting.

*Registration is required only for the Virtual Meetings to receive the link to participate.

Please feel free to share this information.

Thank you!



GRCA
GREATER READING
Chamber Alliance

Business & Community Advocacy Council Meeting

April 11th, 2024
Reading Regional Airport
8:00 am – 10:00 am

I. **Welcome & Introduction**
   - **a.** Introductions
   - **b.** Stakeholder Meetings
     - i. To schedule: aroche@greaterreading.org

II. **Transportation: What is Going on and How Can We Be Stewards of Change**
   - **a.** Alan Piper, Berks County Planning
   - **b.** Zackary Tempesco, Reading Regional Airport
   - **c.** Tom Frawley, SRPRA

III. **Economic Development Update**
   - **a.** Economy Update – Aaron Gantz, GRCA
   - **b.** State of the Workforce – Keith Stamm, GRCA
   - **c.** State of Housing- Mark Mohn, RBAR

IV. **Open Discussion/BCAC Member Updates**

V. **Future Dates/Upcoming Events**
   - **a.** Next BCAC Meeting – Thursday, June 12th, New start time 8am, Berks Career and Tech Center West
   - **b.** GRCA State Legislator Breakfast – May 1st, Reading Hospital Main Campus, 7:30-9:30am

VI. **Adjourn**

READING MPO

LONG RANGE TRANSPORTATION PLAN

COUNTYWIDE MEETING

April 23, 2025, Microsoft Teams

1

READING AREA TRANSPORTATION STUDY (RATS)

RATS
Federally designated Metropolitan Planning Organization (MPO) for Berks County

Technical Committee
Recommending body

Coordinating Committee
Acting body

2

TECHNICAL COMMITTEE

- PENNDOT DISTRICT 5-0 (1)
- PENNDOT CENTRAL OFFICE (1)
- BERKS COUNTY PLANNING COMMISSION (2)
- CITY OF READING (2)
- SOUTH CENTRAL TRANSIT AUTHORITY (1)
- READING REGIONAL AIRPORT AUTHORITY (1)

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4

WHAT IS THE LRTP?

- Required by federal transportation regulations
- Has a minimum 20-year planning horizon reflecting program goals and their application to project prioritization
- Identifies transportation system assets and their conditions, sensitive environments and the evolving needs of the users of that system
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- Must be updated every four years through cooperative process that includes federal, state, local agencies and the public
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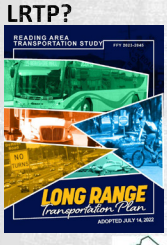
  - Projects must be identified in the LRTP prior to programming phases for construction on the TIP



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FEDERAL PLANNING FACTORS

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- Enhance travel and tourism.

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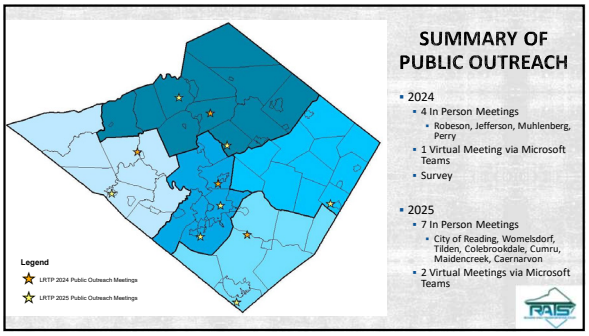
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LRTP 2024 Public Outreach Meetings
LRTP 2025 Public Outreach Meetings

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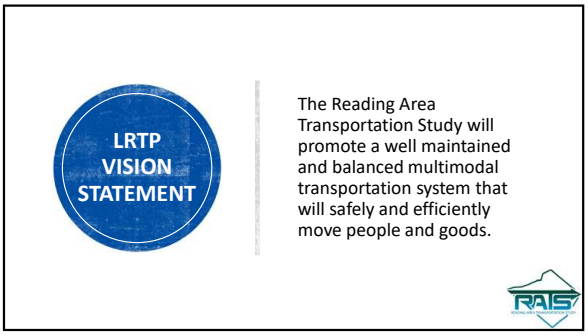
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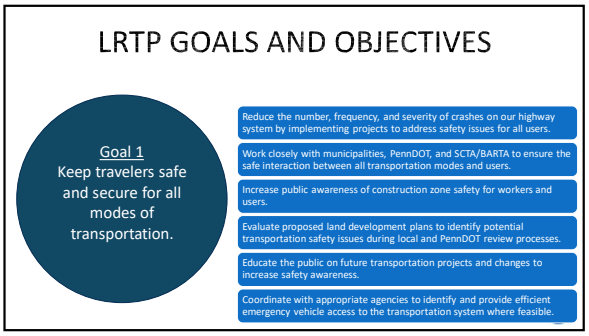
LRTP GOALS AND OBJECTIVES
Goal 1
Keep travelers safe and secure for all modes of transportation.
Reduce the number, frequency, and severity of crashes on our highway system by implementing projects to address safety issues for all users.
Work closely with municipalities, PennDOT, and SCTA/BARTA to ensure the safe interaction between all transportation modes and users.
Increase public awareness of construction zone safety for workers and users.
Evaluate proposed land development plans to identify potential transportation safety issues during local and PennDOT review processes.
Educate the public on future transportation projects and changes to increase safety awareness.
Coordinate with appropriate agencies to identify and provide efficient emergency vehicle access to the transportation system where feasible.

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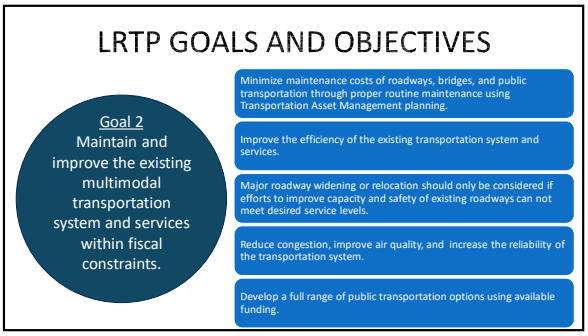
LRTP GOALS AND OBJECTIVES
Goal 2
Maintain and improve the existing multimodal transportation system and services within fiscal constraints.
Minimize maintenance costs of roadways, bridges, and public transportation through proper routine maintenance using Transportation Asset Management planning.
Improve the efficiency of the existing transportation system and services.
Major roadway widening or relocation should only be considered if efforts to improve capacity and safety of existing roadways can not meet desired service levels.
Reduce congestion, improve air quality, and increase the reliability of the transportation system.
Develop a full range of public transportation options using available funding.

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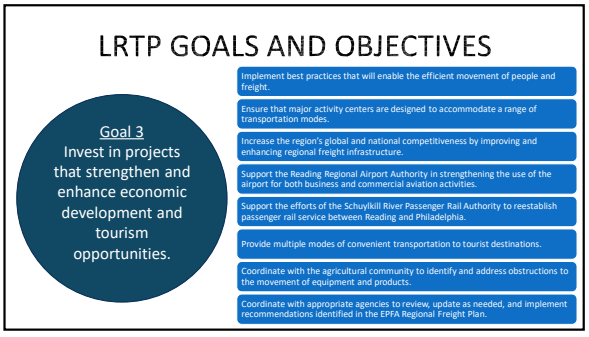
LRTP GOALS AND OBJECTIVES
Goal 3
Invest in projects that strengthen and enhance economic development and tourism opportunities.
Implement best practices that will enable the efficient movement of people and freight.
Ensure that major activity centers are designed to accommodate a range of transportation modes.
Increase the region's global and national competitiveness by improving and enhancing regional freight infrastructure.
Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.
Support the efforts of the Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.
Provide multiple modes of convenient transportation to tourist destinations.
Coordinate with the agricultural community to identify and address obstructions to the movement of equipment and products.
Coordinate with appropriate agencies to review, update as needed, and implement recommendations identified in the EPFA Regional Freight Plan.

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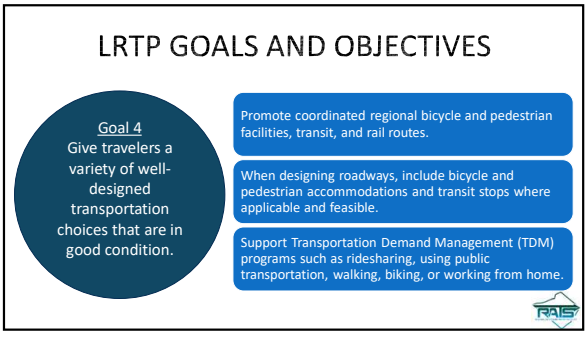
LRTP GOALS AND OBJECTIVES
Goal 4
Give travelers a variety of well-designed transportation choices that are in good condition.
Promote coordinated regional bicycle and pedestrian facilities, transit, and rail routes.
When designing roadways, include bicycle and pedestrian accommodations and transit stops where applicable and feasible.
Support Transportation Demand Management (TDM) programs such as ridesharing, using public transportation, walking, biking, or working from home.

12

LRTP GOALS AND OBJECTIVES

Goal 5
Enhance the County transportation system to address environmental impacts.

- Identify transportation system assets that are vulnerable to natural hazards and continue coordination with appropriate agencies to develop protection and recovery strategies through hazard mitigation planning.
- Maintain the County's Air Quality attainment status for fine particulates and improve the marginal nonattainment status for Ozone.
- Work closely with federal, state, municipal, and private entities to implement alternative fuels use (i.e. electric, natural gas) throughout our region.
- Collaborate with local, regional, state and federal organizations and agencies to prevent, minimize, or mitigate potential negative environmental and social impacts from planned projects.
- Assist in identification of potential environmental issues by maintaining and providing geographic information system data layers in a readily accessible format.
- Work with PennDOT to implement stormwater best management practices and mitigation strategies on transportation projects.

13

BICYCLE
PEDESTRIAN
PUBLIC TRANSPORTATION
AVIATION
BRIDGE
HIGHWAY

WHAT TRANSPORTATION ISSUES DO YOU CURRENTLY EXPERIENCE?

14

PLANNED PROJECTS

- The Transportation Improvement Program (TIP) is an agreed upon list of specific priority transportation projects that intend to use federal funds along with non-federally funded projects that are regionally significant.
  - It covers a four-year period and is updated every two years.
  - It shows estimated costs and funding sources and documents the anticipated schedule for each project and project phase.
  - It must be fiscally constrained to the amount of funding available.
  - It is NOT a final schedule of project implementation or guarantee of implementation.
  - Projects are drawn from the Long Range Transportation Plan and must help meet the goals of the LRTP.

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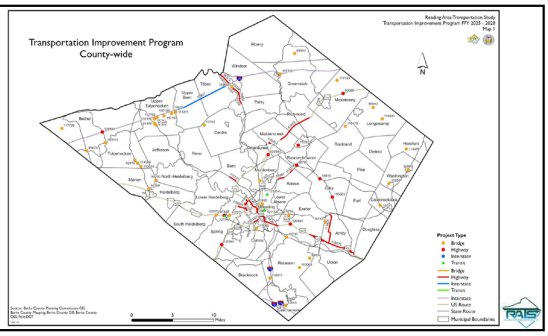

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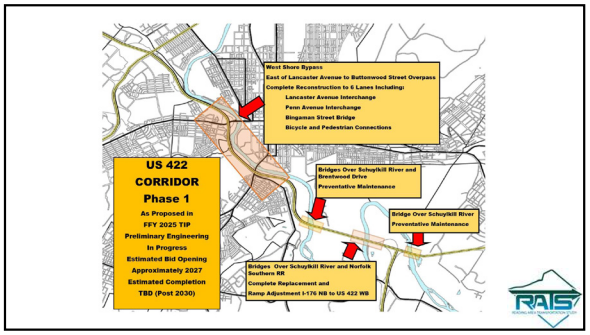

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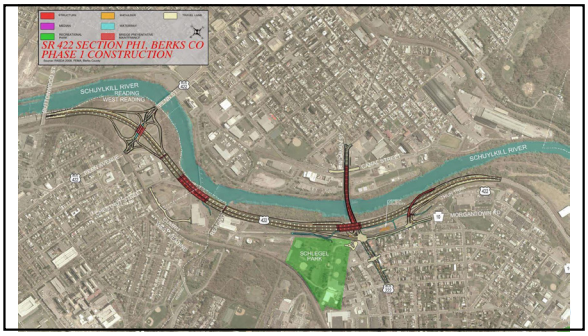

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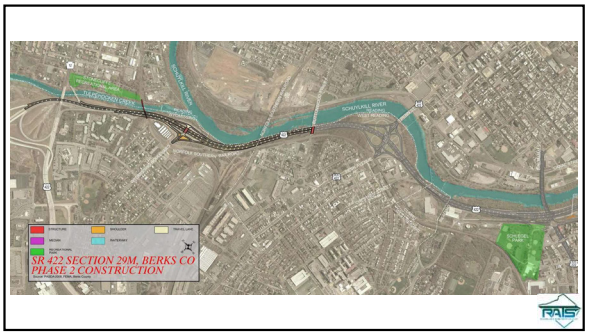

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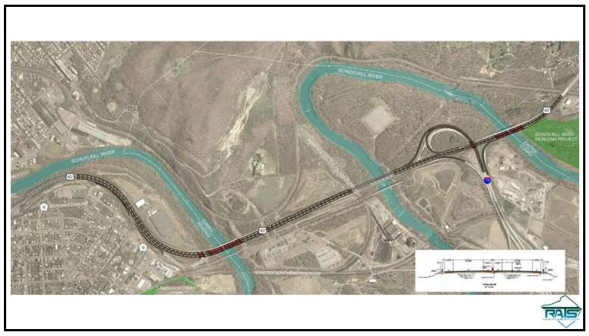

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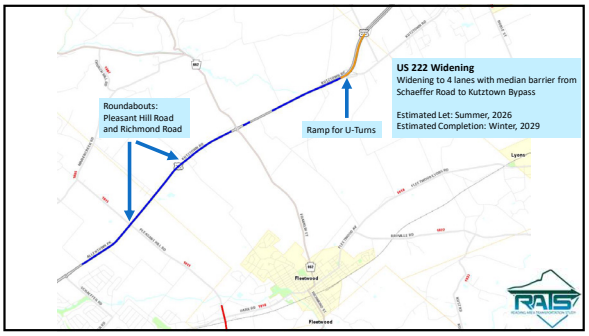

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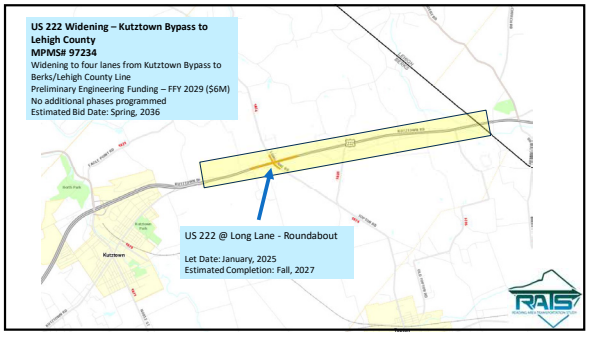

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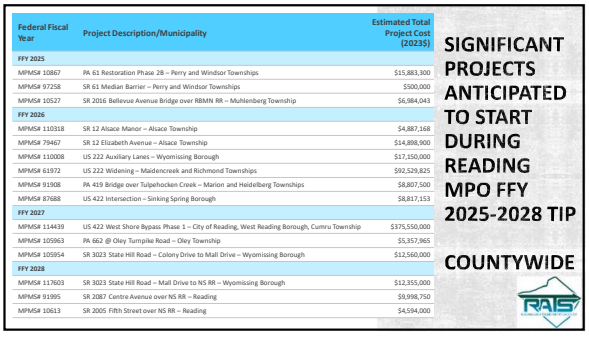

Federal Fiscal Year	Project Description/Municipality	Estimated Total Project Cost (2023$)
FFY 2025		
MPMS# 10867	PA 61 Restoration Phase 2B – Perry and Windsor Townships	$15,883,300
MPMS# 97258	SR 61 Median Barrier – Perry and Windsor Townships	$500,000
MPMS# 10527	SR 2016 Bellevue Avenue Bridge over RBMN RR – Muhlenberg Township	$6,984,043
FFY 2026		
MPMS# 110318	SR 12 Alsace Manor – Alsace Township	$4,887,168
MPMS# 79467	SR 12 Elizabeth Avenue – Alsace Township	$14,898,900
MPMS# 110008	US 222 Auxiliary Lanes – Wyomissing Borough	$17,150,000
MPMS# 61972	US 222 Widening – Maidencreek and Richmond Townships	$92,529,825
MPMS# 91908	PA 419 Bridge over Tulpehocken Creek – Marion and Heidelberg Townships	$8,807,500
MPMS# 87688	US 422 Intersection – Sinking Spring Borough	$8,817,153
FFY 2027		
MPMS# 114439	US 422 West Shore Bypass Phase 1 – City of Reading, West Reading Borough, Cumru Township	$375,550,000
MPMS# 105963	PA 662 @ Oley Turnpike Road – Oley Township	$5,357,965
MPMS# 105954	SR 3023 State Hill Road – Colony Drive to Mall Drive – Wyomissing Borough	$12,560,000
FFY 2028		
MPMS# 117603	SR 3023 State Hill Road – Mall Drive to NS RR – Wyomissing Borough	$12,355,000
MPMS# 91995	SR 2087 Centre Avenue over NS RR – Reading	$9,998,750
MPMS# 10613	SR 2005 Fifth Street over NS RR – Reading	$4,594,000

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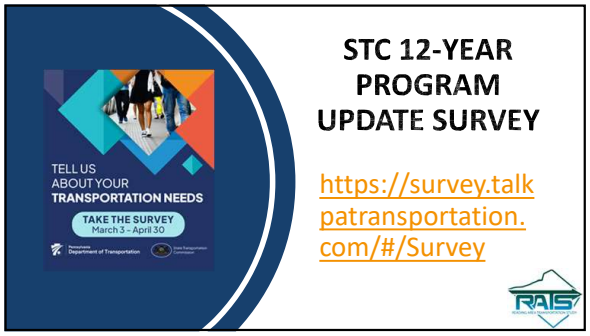

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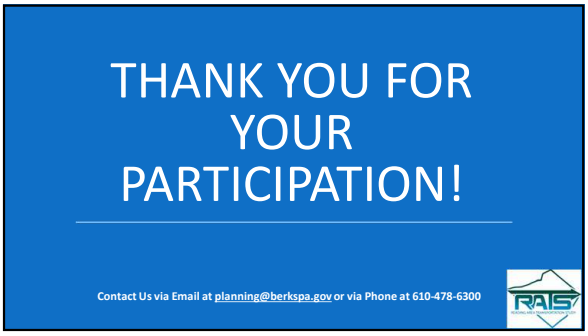

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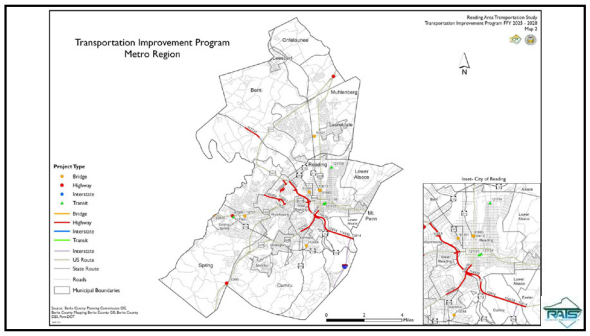

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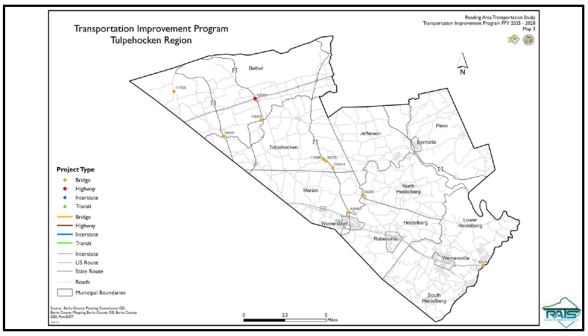

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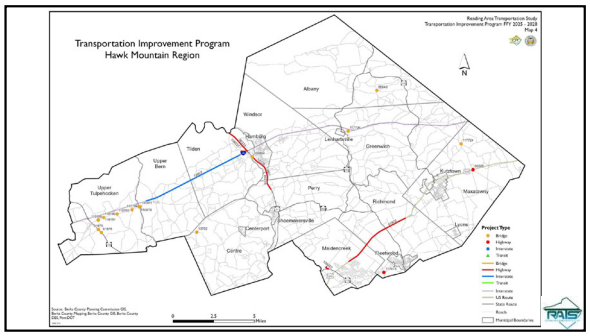

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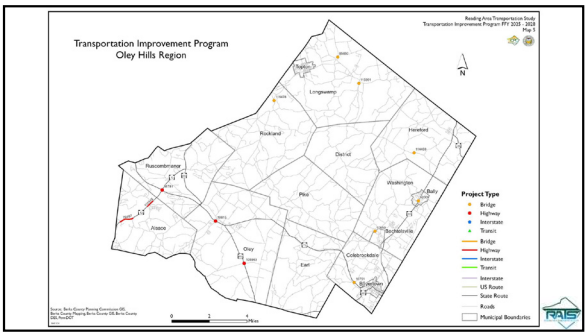

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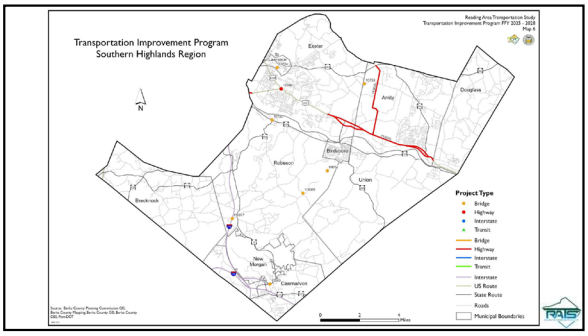
Transportation Improvement Program
Southern Highlands Region
Project Type
Bridge
Highway
Interstate
Transit
Municipal Boundaries
Roads

31

READING MPO

LONG RANGE TRANSPORTATION PLAN

COMMITTEE OF THE WHOLE MEETING

May 19, 2025, City of Reading, City Hall

1

READING AREA TRANSPORTATION STUDY (RATS)

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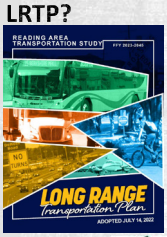

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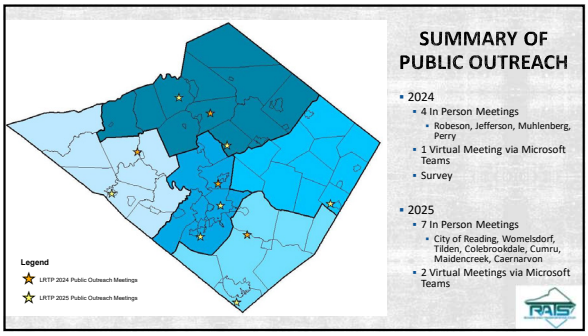
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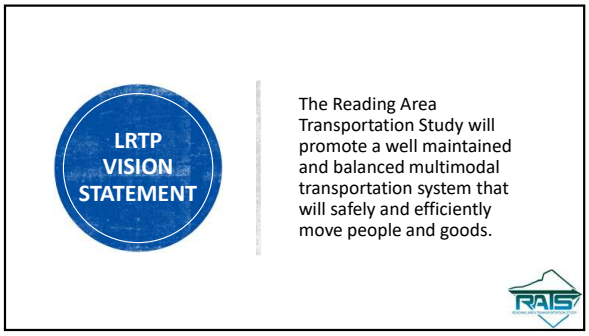
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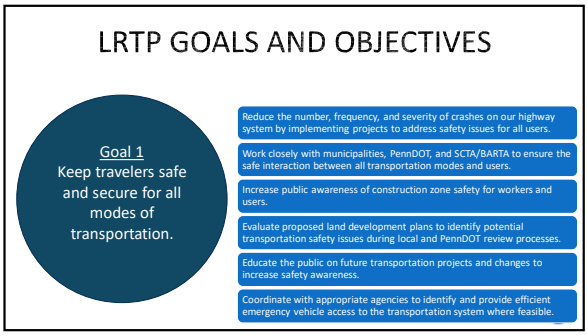
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Goal 1
Keep travelers safe and secure for all modes of transportation.
Reduce the number, frequency, and severity of crashes on our highway system by implementing projects to address safety issues for all users.
Work closely with municipalities, PennDOT, and SCTA/BARTA to ensure the safe interaction between all transportation modes and users.
Increase public awareness of construction zone safety for workers and users.
Evaluate proposed land development plans to identify potential transportation safety issues during local and PennDOT review processes.
Educate the public on future transportation projects and changes to increase safety awareness.
Coordinate with appropriate agencies to identify and provide efficient emergency vehicle access to the transportation system where feasible.

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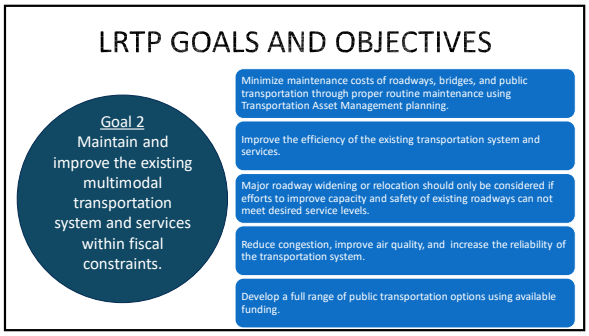
LRTP GOALS AND OBJECTIVES
Goal 2
Maintain and improve the existing multimodal transportation system and services within fiscal constraints.
Minimize maintenance costs of roadways, bridges, and public transportation through proper routine maintenance using Transportation Asset Management planning.
Improve the efficiency of the existing transportation system and services.
Major roadway widening or relocation should only be considered if efforts to improve capacity and safety of existing roadways can not meet desired service levels.
Reduce congestion, improve air quality, and increase the reliability of the transportation system.
Develop a full range of public transportation options using available funding.

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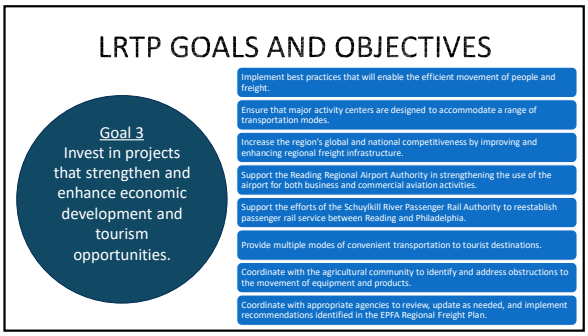
LRTP GOALS AND OBJECTIVES
Goal 3
Invest in projects that strengthen and enhance economic development and tourism opportunities.
Implement best practices that will enable the efficient movement of people and freight.
Ensure that major activity centers are designed to accommodate a range of transportation modes.
Increase the region's global and national competitiveness by improving and enhancing regional freight infrastructure.
Support the Reading Regional Airport Authority in strengthening the use of the airport for both business and commercial aviation activities.
Support the efforts of the Schuylkill River Passenger Rail Authority to reestablish passenger rail service between Reading and Philadelphia.
Provide multiple modes of convenient transportation to tourist destinations.
Coordinate with the agricultural community to identify and address obstructions to the movement of equipment and products.
Coordinate with appropriate agencies to review, update as needed, and implement recommendations identified in the EPFA Regional Freight Plan.

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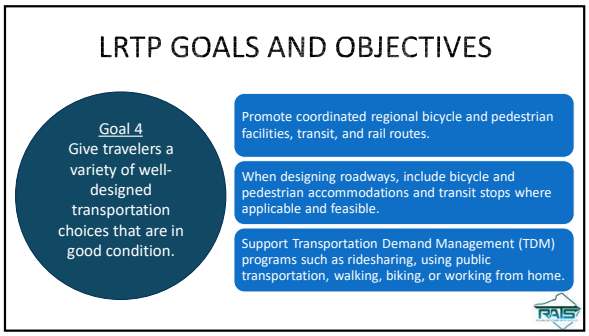
LRTP GOALS AND OBJECTIVES
Goal 4
Give travelers a variety of well-designed transportation choices that are in good condition.
Promote coordinated regional bicycle and pedestrian facilities, transit, and rail routes.
When designing roadways, include bicycle and pedestrian accommodations and transit stops where applicable and feasible.
Support Transportation Demand Management (TDM) programs such as ridesharing, using public transportation, walking, biking, or working from home.

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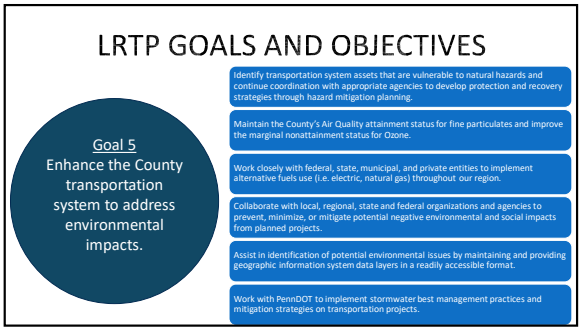

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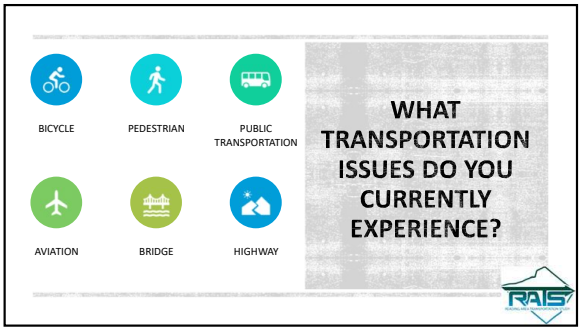

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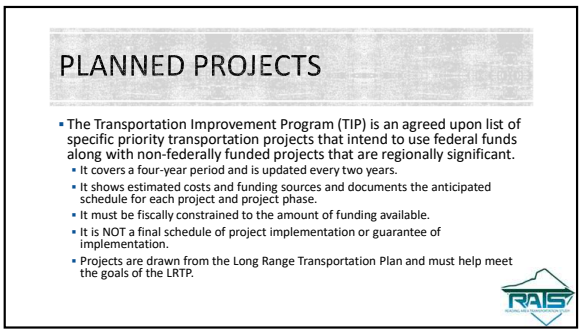

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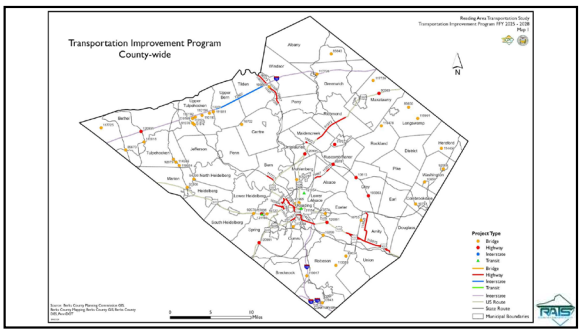

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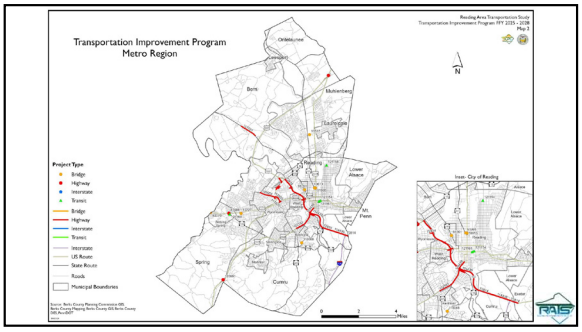

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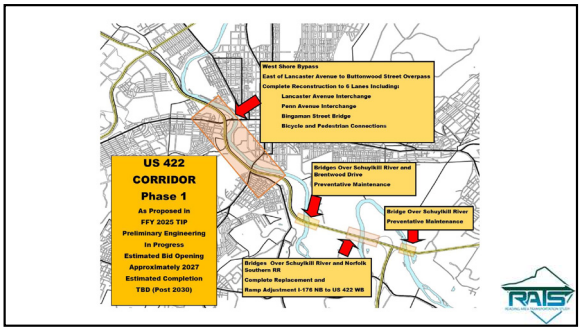

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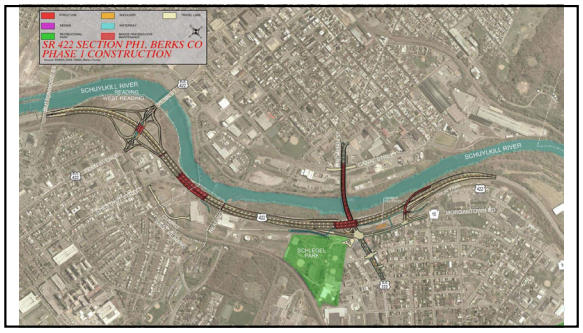

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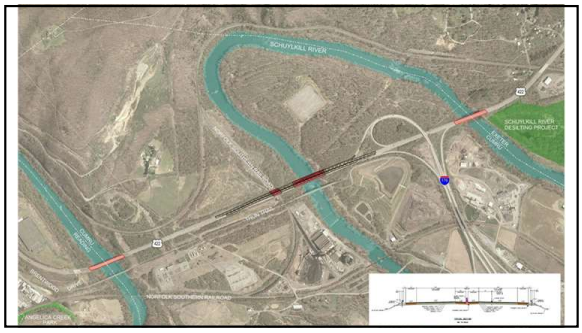

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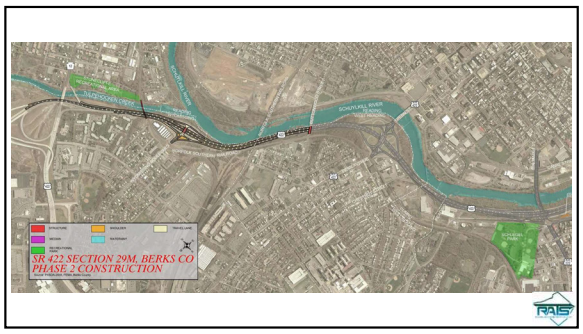

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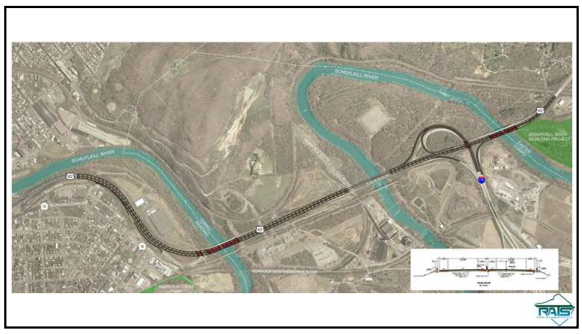

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Federal Fiscal Year	Project Description/Municipality	Estimated Total Project Cost (2023$)
FFY 2025		
MPMS# 10527	SR 2016 Bellevue Avenue Bridge over RBMN RR – Muhlenberg Twp.	$15,883,300
FFY 2026		
MPMS# 110008	US 222 Auxiliary Lanes – Wyomissing Borough	$17,150,000
MPMS# 87688	US 422 Intersection – Sinking Spring Borough	$8,817,153
FFY 2027		
MPMS# 114439	US 422 West Shore Bypass Phase 1 – City of Reading, West Reading Borough, Cumru Township	$375,550,000
MPMS# 105954	SR 3023 State Hill Road – Colony Drive to Mall Drive – Wyomissing Borough	$12,560,000
FFY 2028		
MPMS# 117603	SR 3023 State Hill Road – Mall Drive to NS RR – Wyomissing Borough	$12,355,000
MPMS# 91995	SR 2087 Centre Avenue over NS RR – Reading	$9,998,750
MPMS# 10613	SR 2005 Fifth Street over NS RR – Reading	$4,594,000

SIGNIFICANT PROJECTS ANTICIPATED TO START DURING READING MPO FFY 2025-2028 TIP

METRO REGION

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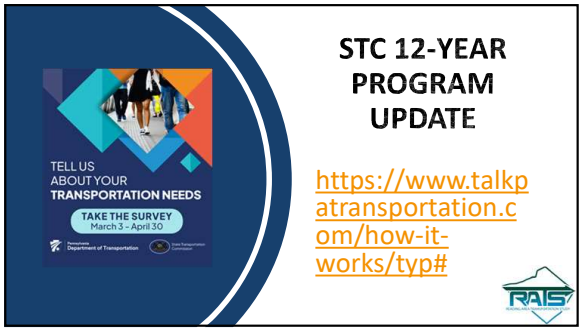

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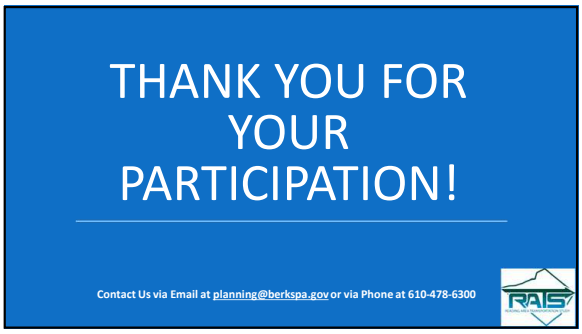
THANK YOU FOR YOUR PARTICIPATION!
Contact Us via Email at planning@berkspa.gov or via Phone at 610-478-6300

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RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #6
CITY OF READING, METRO REGION MEETING, APRIL 2, 2025

Mr. Piper started the meeting at 6:05 PM. He welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

- Mr. Lerch asked what exactly is a Long Range Transportation Plan? Mr. Piper briefly explained what an LRTP is and informed Mr. Lerch that as the meeting progresses staff will be informing the audience on all of the aspects of an LRTP and how it is developed.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams. The meetings schedule is as follows:

1. April 2, 2025 – City of Reading
2. April 14, 2025 – Womelsdorf Borough
3. April 16, 2025 – Tilden Township
4. April 22, 2025 – Colebrookdale Township
5. April 23, 2025 – Virtual Meeting
6. April 24, 2025 – Cumru Township
7. April 29, 2025 = Maidencreek Township
8. May 1, 2025 – Virtual Meeting
9. May 13, 2025 – Caernarvon Township

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure for all modes of transportation. The six (6) Objectives attached to Goal #1 were also read.

- Mr. Lerch commented that the LRTP is not only interested in vehicular modes of transportation but all modes including, pedestrian, bus, train, air, and boat. Mr. Piper explained that Mr. Lerch is correct – the LRTP involves all modes of transportation

Ms. Timochenko reviewed Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints., then read the associated five (5) Objectives.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities., then read the associated eight (8) Objectives.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated three (3) Objectives.

Ms. Timochenko reviewed Goal #5: Enhance the County transportation system to address environmental impacts., then read the associated six (6) Objectives. Ensuing discussion included:

- Mr. Lerch inquired if the environment plays a factor in project selection. Mr. Piper explained that yes, the environment does play a factor when planning for projects. Projects should not have any adverse impacts to the environment. That determination is made during project planning/preliminary engineering phases of a project.
- Mr. Lerch asked how air quality is monitored? Mr. Piper explained that air quality is monitored by a variety of sensors that are located at various points across Berks County. Projects must not negatively affect air quality.

Ms. Timochenko reviewed Slide #14 and asked the question: “What transportation issues do you currently experience?" Responses included:

- Mr. Lerch added that he sees a need for intercity public transit. Although he does not currently use public transit there is a need. Mr. Lerch explained that in the past he would use the previous intercity bus service for trips from Reading to New York City. Mr. Lerch added that since the operations have ceased he is not sure how people are traveling between Reading and New York City. Mr. Piper explained that there are other providers that are operating a similar service just not from the same intercity bus station that was utilized in the past.
- Mr. Lerch added that there are conflicts between vehicles and pedestrians, especially in the more urban areas. Mr. Lerch stated that pavement maintenance is important because the lack of well-maintained sidewalks is directing pedestrians into the street where there is more opportunity for vehicle and pedestrian conflicts to occur. Mr. Piper answered by agreeing that pavement maintenance/ADA accessibility can be an issue. Mr. Piper proceeded to describe the process for maintaining and/or adding pedestrian infrastructure when planning road projects.
- Mr. Lerch commented that bridge repair is important and the maintenance of the existing infrastructure is a hard issue to address. Mr. Piper explained everything that goes into planning and ultimately constructing a project.

Ms. Timochenko and Mr. Piper presented planned projects that are currently on the County's Transportation Improvement Program (TIP). Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Metro region of the County. Mr. Piper went on to describe the projects that were located within the Metro region.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections.
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement and ramp adjustment at I-176 NB to US 422 WB
- Final design is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper presented and went over a list of significant projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Metro Region. Mr. Piper provided more detailed information on the projects presented on slide 23 of the presentation.

Ms. Timochenko presented slide 24 regarding the State Transportation Commission's Program Update and the availability of a survey. Ms. Timochenko explained how results from the survey will come back to the MPOs and any information listed as pertinent to Berks County will be reviewed and could make its way onto one of the programs for potential implementation. Ms. Timochenko presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Ms. Timochenko asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

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- Ms. Reed presented about the City's need for improved safety along Hampden Boulevard. Ms. Reed explained some of the ideas that have been brought up and how the City is currently in the process of working with PennDOT to improve the problems they are having along Hampden Boulevard.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:23 PM.

Prepared by,
Matthew McGough
Transportation Planner
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Wednesday, April 2, 2025
City Hall, City of Reading

Name	Email Address	Municipality
MIKE LERCH	[redacted]	READING
[illegible] Reed		READING
ALAN PIPER		BCPC/RATS
Amanda Timochenko		BCPC/RATS
MATT MCGOUGH		BCPC/RATS

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #7
WOMELSDORF BOROUGH HALL, TULPEHOCKEN REGION MEETING, APRIL 14, 2025

Mr. Piper started the meeting at 6:07 PM. He welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

- Mayor Melissa Dean asked for clarification regarding updates. Does that mean we complete 5 LRTP updates every 20 years. Ms. Timochenko confirmed that we do.
- Mayor Melissa Dean asked if federal funding is the same as was planned. Mr. Piper explained that the current legislation ends in a year. Either they will write new legislation or extend current legislation, but at this time it is unknown what the current administration will decide. Changes in administration almost always result in changes to program funding and priorities.
- Mr. Scott Wilson acknowledged that transportation infrastructure is important for all and quality of life. All agreed.

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams. The meetings schedule is as follows:

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7. April 29, 2025 = Maidencreek Township
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Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced Goal #1: Keep Travelers safe and secure for all modes of transportation. The six (6) Objectives attached to Goal #1 were also read.

Ms. Timochenko reviewed Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints, then read the associated five (5) Objectives.

- Mayor Melissa Dean asked if we rip up roads or look for ways to improve them without a total overhaul. Mr. Piper explained that there are many roadway and bridge projects where repairs are made to in an effort to extend the lifespan of a roadway or bridge in a cost-effective process.
- Mayor Melissa Dean asked if the area of flooding on Spring Street under the railroad has been considered for improvements. Mr. Piper explained that it has been mentioned and considered, however ownership is an issue as the railroad owns the bridge and PennDOT owns the roadway underneath. We are currently looking for proper funding to address this issue.

Ms. Timochenko reviewed Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities., then read the associated eight (8) Objectives.

Ms. Timochenko reviewed Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition., then read the associated three (3) Objectives.

Ms. Timochenko reviewed Goal #5: Enhance the County transportation system to address environmental impacts, then read the associated six (6) Objectives.

Ms. Timochenko reviewed Slide #14 and asked the question: “What transportation issues do you currently experience?" Responses included:

Bicycle and Pedestrian Issues:

- Mayor Melissa Dean mentioned that there are no regulations for E bikes. They are not licensed or registered, but people are using them to drive in roadways.
- Mr. Scott Wilson mentioned that a lot of cyclists are on the back roads in the Tulpehocken Region, however, there are some on roads such as Lincoln Rd and Old 22. Also mentioned is that Penn Ave through Wernersville is not as wide as Penn Ave in Womelsdorf or Robesonia. This places Wernersville into a situation where there is not room for bike lanes. All agreed.
- Mayor Melissa Dean stated that Wernersville is pursuing crosswalks across Penn Avenue themselves despite PennDOT saying they would take care of this for free.
- Mayor Melissa Dean stated that the paint on the roadways needs to be retroreflective and have a longer useful life. All agreed.
- Mayor Melissa Dean stated that without a bridge over the RR tracks in Wernersville it can take a bit to drive around to find another road to get to the other side of the tracks if trains are stopped at the at-grade crossings. Mr. Piper stated that a faster route would be Furnace Road. He also mentioned that South Heidelberg Township has desired a bridge over the railroad tracks on Krick Lane for years and it is a project we would support.
- Speaking of Krick Lane Mr. Scott Wilson added that there is a plan for a new warehouse on this road. Mr. Piper stated that the Berks County Planning Commission was aware of that plan and potential for additional traffic.

Transit:

- Mayor Melissa Dean noted that BARTA will no longer drop off/pick up riders at both shopping centers on Penn Ave in Sinking Spring as Tractor Supply threatened to sue BARTA due to access. This forces transit riders to cross Krick Lane. This is dangerous. She stated that a crosswalk is needed here. She also feels that public transportation is not utilized as much as it should be, even by those with limited mobility. Mr. Piper was unaware of the BARTA issue at the shopping centers on either side of Krick Lane, and noted that the majority of BARTA’s ridership is centered around the City of Reading.

Aviation:

- Mayor Melissa Dean stated that there were no aviation issues that she is aware of.

Ms. Timochenko and Mr. Piper presented planned projects that are currently on the County’s Transportation Improvement Program (TIP). Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Tulpehocken region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Tulpehocken region.

- Mayor Melissa Dean wanted to know about the multiple projects on Interstate 78. Mr. Piper explained that the majority of those projects consists of repaving. There is also work at the

78/61 interchange. Mr. Piper explained the funding split and how certain money has been dedicated to maintaining and repairing the Interstate.

- Mayor Melissa Dean asked if there is a project that is not planned during this current TIP, can it be planned in the future? Mr. Piper replied, yes, RATS coordinates with PennDOT and other partners to identify projects to add if funds are available. RATS maintains a list of candidate projects for consideration for inclusion when updating the Reading MPO LRTP and TIP. The TIP covers 4 years, and we update it every 2 years.
- Mayor Melissa Dean wanted to know what the projects were along Old Route 22. Mr. Piper explained that those are bridge projects as PennDOT has taken back control of Old Route 22 along the corridor due primarily to its use as a detour when accidents occur on Interstate 78.
- Mayor Melissa Dean stated that there are issues with utilities tearing up and patching roads after PennDOT resurfaces. Mr. Piper acknowledged this issue. He stated that contact with utilities is one of the 1st in the design process. In that way utilities can make any necessary improvements prior to roadway construction. There are limits, though, to what can be done to address emergency repairs or new service hookups that were not anticipated.
- Mayor Melissa Dean acknowledged the multiple bridge projects in the Tulpehocken region including those along Route 419. The cost of the bridge project over Tulpehocken Creek (MPMS# 91908) surprised her. Mr. Piper stated that this is bridge is approximately 200 feet long and cost also goes up when keeping it open to the flow of traffic during reconstruction. Mr. Scott Wilson inquired if the improvements to this bridge included shoulders. Mr. Piper acknowledged that there would be shoulders on both sides. Mr. Scott Wilson agreed the improvements and keeping the bridge open to traffic would raise costs and discussed rises in material pricing.
- Mr. Piper elaborated on the future projects in other regions of the County that will be occurring along the Route 222 corridor, the Route 183 corridor, the 78/61 interchange, the Route 422 corridor, and Route 12 (Pricetown Rd).
- Mayor Melissa Dean stated that she is in favor of the roundabouts, however, is concerned that not everyone knows how to use them and recommended more education. Mr. Piper stated that there is a multitude of educational material which can be found on the Berks County Planning Commission website, the PennDOT website, and brochures are given to the municipalities that explain how to drive through a roundabout. Ms. Timochenko stated that part of the overall objective of roundabouts is to prevent suspected serious injuries and fatalities and that the roundabouts in Berks County have reduced the level of crash severity at intersections where roundabouts exist.
- Mr. Scott Wilson was curious about the taking of properties and buildings along Route 222. Mr. Piper stated that only a few total property takes are needed for the Route 222 improvements but there are sliver takes to most properties along the corridor. Mayor Melissa Dean asked if the homeowners were aware. Mr. Piper stated that this is already in progress and PennDOT is working with the owners. He went on to explain PennDOT's process when land is needed for a roadway improvement which includes gathering various estimates and addressing any disputes if additional issues arise. It was noted the AADT along this section is between 25,000 to 30,000 vehicles.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections.
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement and ramp adjustment at I-176 NB to US 422 WB
- Preliminary engineering is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper reviewed a list of additional projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Tulpehocken Region. Mr. Piper provided more detailed information on the projects presented on slide 19 of the presentation.

Ms. Timochenko presented slide 21 regarding the State Transportation Commission's Twelve-Year Program Update and the availability of a survey. Ms. Timochenko explained how results from the survey are shared with the MPOs across the state. Any information relating to Berks County will be reviewed and considered for inclusion onto one of the programs (LRTP / TIP) for potential implementation. Ms. Timochenko presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Ms. Timochenko asked for any final questions or comments.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:30 PM.

Prepared by,
Devon Hain
Transportation Planner
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Monday, April 14, 2025
Womelsdorf Borough

Name	Email Address	Municipality
Melissa Dean		Wernersville Borough
Scott Wilson		Wernersville
Alan Piper		BCPC/RATS
Amanda Timochenko		BCPC/RATS
Devon Flam		BCPC/RATS

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #8
TILDEN TOWNSHIP MUNICIPAL BUILDING, HAWK MOUNTAIN REGION MEETING, APRIL 16, 2025

The presentation was scheduled to begin at 6:00 p.m. No members of the public attended. At approximately 6:15 p.m., Ms. Monica Flowers, Township Secretary, arrived.

Informal discussion between Ms. Flowers and staff ensued. Mr. Piper asked if there were any problems, issues, or potential projects in the region that she wanted us to be aware of. She mentioned two (2) issues:

1. The signalized intersection at Jetson Dr./Cabela Dr. and PA 61 has separate left-turn lanes for traffic turning onto PA 61, but only Cabela Dr. has a protected turn arrow/phase as part of the signal plan. Jetson Dr. does not have the protected turn arrow/phase. She requested that a protected left turn arrow/phase be explored for Jetson Dr. as traffic does back up and creates safety issues.
2. Lowland Rd. has two offset intersections with PA 61 (north of the Jetson Dr./Cabela Dr. intersection). The southern intersection is signalized; the northern one is not. Ms. Flowers suggested that a signal is necessary at the northern intersection but noted that PennDOT has denied that request due to the level of traffic not meeting warrants. Mr. Piper mentioned a proposed warehouse project on the east side of PA 61 and how that may impact the area. The developers are working with PennDOT to gain access to PA 61. Those plans are working through the HOP process, but final designs and impacts are not yet known.

Staff asked Ms. Flowers if she had any other comments or issues. A brief conversation about the LRTP process was had. Hearing no other comments from Ms. Flowers, Ms. Timochenko and Mr. Piper thanked her for her input. The meeting concluded at 6:30 p.m.

Prepared by,

Michael D. Golembiewski
Transportation Modeler
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Wednesday, April 16, 2025
Tilden Township

Name	Email Address	Municipality
Monica Flower	[redacted]	Tilden
Alan Pipin		BCPC/RATS
Amanda Timochenko		BCPC/RATS
Michael Golembiewski		BCPC/RATS

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #9
COLEBROOKDALE TOWNSHIP MUNICIPAL BUILDING, OLEY HILLS REGION MEETING, APRIL 22, 2025

Mr. Piper started the meeting at 6:00 PM. Mr. Piper welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep Travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Mr. Piper reviewed Slide #14 and asked the question: “What transportation issues do you currently experience?" Responses included:

Bicycle and Pedestrian Issues:

- Douglass Township representatives indicated that they had no bike and pedestrian infrastructure except in the southern portion of the Township.

Transit:

- Colebrookdale Township representative Mr. Todd Gamler confirmed that transit service from Pottstown still exists. He indicated that service went to the Weis shopping complex in Gilbertsville and the Giant complex along Rt. 100. No service extends into Berks County.

Aviation:

- Mr. Piper indicated he was not aware of any aviation issues within the region and the attendees concurred.

Highways and Bridges:

- Mr. Piper explained we are interested in understanding issues involving maintenance, safety and congestion.
- Mr. Gamler from Colebrookdale shared that the bridge along County Line Road along the Berks and Montgomery County border that crosses Swamp Creek recently closed.
- Douglass Township indicated they had no bridge issues. However, they would like to investigate the removal of the median along the Benjamin Franklin Highway and install turn lanes.

Safety:

- Safety concerns along Route 100 were discussed. Specifically, Rt. 100 and Chestnut Street.
- Douglass Township requested consideration of flood gates to be installed at Pine Forge Road where fatalities have occurred during extreme weather events. Additionally, gates could be installed at Glendale Road and Manatawny Drive near the grist mill. Mr. Piper indicated this could be investigated as a PROTECT Program candidate project.

Rail lines:

- Douglass Township did express their desire to have railroad crossing gates installed at Manatawny Drive and Greshville Road in response to the Colebrookdale railroad tours.
- Additional coordination and collaboration is needed with Colebrookdale railroad. Specifically, more understanding of easements and their ownership as well as the status of the transfer station project. Mr. Piper indicated that BCPC/MPO would request a meeting with the County Redevelopment Authority and railroad.

Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Oley Hills region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Oley Hills region.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement of bridges over Schuylkill River and Norfolk Southern Railroad and ramp adjustment at I-176 NB to US 422 WB
- Final engineering is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper reviewed a list of additional projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Oley Hills Region. Mr. Piper provided more detailed information on the projects presented on slides 18 and 19 of the presentation.

Mr. Piper presented slide 22 regarding the State Transportation Commission's Twelve-Year Program Update and the availability of a survey. Mr. Piper explained how results from the survey are shared with the MPOs across the state. Any information relating to Berks County will be reviewed and considered for inclusion onto one of the programs (LRTP / TIP) for potential implementation. Ms. Timochenko presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Mr. Piper asked for any final questions or comments.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:02 PM.

Prepared by,
Ashley Showers
Assistant Director
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Tuesday, April 22, 2025
Colebrookdale Township

Name	Email Address	Municipality
Kaleena Brathwaith	[redacted]	Douglass
Jeremy Silberman		Douglass
TODD GAMLER		& COLEBROOKDALE
Rob Palko		Douglass
Amanda Trimochenko		BCPC/RATS
Alan Piper		BCPC/RATS
Ashley Showers		BCPC

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #10
MS TEAMS VIRTUAL COUNTYWIDE MEETING, APRIL 23, 2025

Meeting Attendees:

- **Members of the Public**
  - Bonnie Coldren, eastern Berks resident
  - Kent Himelright, Trails Director (Schuylkill River Greenways Nat. Heritage Area)
  - Gabriel Hirsch, resident
  - Chris Brasler, resident
- **PennDOT District 5**
  - Scott Vottero
- **Berks County Planning Commission Staff**
  - Alan Piper, Transportation Planner III
  - Amana Timochenko, Planner II
  - Michael Golembiewski, Transportation Modeler

Mr. Piper started the presentation at 11:02 AM. He thanked all for attending, noting that this is the first of two virtual countywide meetings to be held as part of the overall nine-meeting outreach effort in Spring 2025 for the LRTP. He introduced Ms. Timochenko who will give a brief presentation on the results of the Fall Outreach efforts as well as gathering input regarding local transportation issues and needs.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff scheduled 7 in-person meetings in various municipalities in 2025. As well, staff scheduled two Countywide virtual meetings via Microsoft Teams.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Ms. Timochenko then turned the presentation back to Mr. Piper for a discussion on local transportation issues. Issues were separated into six (6) major types: Bicycle, Pedestrian, Public Transportation, Aviation, Bridge, and Highway. He noted that staff's desire with this LRTP update was to gather public input at the beginning and throughout the Plan development process, not just during the required Public Input period prior to adoption. Later this year or early next year, after updating data and draft Plan sections, and gathering responses to public input, there will be another round of public meetings.

Bicycle and Pedestrian Issues:

- Mr. Himelright stated that the Schuylkill River Trail (SRT) is a regional asset connecting Philadelphia with Schuylkill County. One of the goals of the SRT is to connect to communities; not go around them. Trail providers want the trail to connect economic and community 'centers'. His request was that, as roads are improved, make sure that bicycle and pedestrian access is maintained and improved. (*Editor's note: There are several trail sections in Berks*

County that are still signed on-road portions.) He made a similar request related to bridge replacements noting that consideration should be given to bicycle and pedestrian access along bridges in the event that a trail needs to be detoured to maintain access.

Transit:

- There were no comments.

Aviation:

- Mr. Piper mentioned that, although Berks County owns and operates the Reading Regional Airport, RATS does not have much direct influence on aviation planning or programming. The difficulty in restoring scheduled passenger service was also discussed. There were no comments.

Highways and Bridges:

- Mr. Himelright asked for an update on the U.S. 422 West Shore Bypass project. Mr. Piper responded that we will be discussing that in more detail in a few minutes. There were no comments.

Mr. Piper next showed a slide showing a Berks County map with all the planned projects in the current FFY 2025-2028 TIP. He gave a brief description of the TIP and where it fits into the planning process. Although it covers a four-year period, it is updated every two years with minor shifts in funding and schedules occurring regularly. Projects on the TIP are mostly drawn from the LRTP; minor additions of bridges and small site safety improvements are added as needed.

Several slides detailing major projects were shown and described. These included U.S. 422 West Shore Bypass Phases I and II; the U.S. 222 North Widening (south of Kutztown); and the U.S. 222 North Widening (north of Kutztown, currently only the Long Lane intersection roundabout is programmed). A list of other significant projects anticipated to start on the current TIP was shown. Going back to the countywide map, several planned studies for different sections of PA 183 were also discussed.

- Mr. Himelright mentioned the bridge replacements/improvements as part of the U.S. 422 West Shore Bypass project. In this area, the SRT parallels U.S. 422 and crosses the Schuylkill River on two stone railroad bridges that are both 110-120 years old. He requested that the two new bridges on U.S. 422 directly adjacent to the SRT include bike/ped access. He is aware of the difficulty associated with this request but this could be the only detour option for the trail should either of the two trail bridges over the river be closed. Mr. Piper responded that it was not possible to include access on the eastern bridge (just west of I-176) due to where the bridge is in the design process for Phase I, but it may be possible to consider the western bridge as part of Phase II.

- Mr. Coldren commented on the Public Transportation situation in eastern Berks, specifically in the Birdsboro Borough area. There is only one (1) fixed route that serves the Birdsboro area, however there is a growing elderly population in the area with increasing transit needs. Many of them depend on family or neighbors for their transportation needs. Mr. Piper responded that

the extension of fixed-route service by BARTA could be a possibility. Additionally, the use of existing on-demand Paratransit service is available.

Mr. Piper discussed the PA State Transportation Commission's Public Input survey related to the update of the Twelve-Year Program (TYP). Results from that survey is shared with local regions like RATS and serves as additional input into our LRTP and TIP processes.

The next steps in the LRTP development process were shared, including continued public outreach, revision of various sections, and creation of final project lists based on financial guidance from PennDOT. In Spring 2026 the final recommendations for both the LRTP and TIP will be presented for review and approval.

Hearing no other comments, Mr. Piper and Ms. Timochenko thanked all present for attending and providing input. The meeting concluded at 11:58 AM.

Prepared by,

Michael D. Golembiewski
Transportation Modeler
BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #11
CUMRU TOWNSHIP MUNICIPAL BUILDING, METRO REGION MEETING, APRIL 24, 2025

Mr. Piper started the meeting at 6:06 PM. Mr. Piper welcomed everyone, introduced staff, and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure and how they operate.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

- Ms. Leonti asked how projects were funded? Mr. Piper explained the formula process.

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

- Ms. Leonti inquired about environmental issues and their impacts. What type of issues are environmentally sensitive? Does it mean something like bog turtles? Mr. Piper explained that yes, indeed this is the type of environmentally sensitive issues that could impact a project. It also covers air quality, noise, and stormwater impacts as well as community impacts.

Mr. Piper introduced Slide #14 and asked the question: “What transportation issues do you currently experience?" Responses included:

Bicycle and Pedestrian Issues:

- Ms. Johnston explained that Cumru Township experiences mostly bicyclists on the road along Welsh and Church Roads near the municipal building. Most of these bicyclists are serious riders so there does not seem to be too much of a problem with them on the street.

Transit:

- Ms. Johnston stated that she is concerned that BARTA’s Route 11 (Mohnton via Shillington) may cease to exist because of the dissolution of the candy factory in Mohnton.
- Ms. Johnston expressed concerns with customers of the DMV along Lancaster Avenue accessing a bus stop through the parking lot. The main concern included potential conflicts between pedestrians trying to access the bus depot through the strip mall parking lot. She suggested that maybe some type of signage or crosswalk could be implemented to alleviate this issue.

Aviation:

- Ms. Leonti asked about the operations at the airport and if commercial airlines would ever operate out of the Reading Regional Airport. Alan explained the history of operations at the airport and why there currently are no commercial carriers there.

Highways and Bridges:

- Ms. Johnston noted heavy congestion along the Route 724/Lancaster Pike corridor. Ms. Johnston explained some of the issues and explained the many impacts that would happen to surrounding properties if the intersection of Route 724 (Revere Boulevard) and Business 222 (Lancaster Pike) would be improved. Mr. Piper stated that moving forward there is a need to examine the issues and come up with ideas to improve it.
- Ms. Johnston stated that both the intersections of Rt. 724/New Holland Road and Rt. 724/Cedar Top Road are issues.
- Ms. Johnston identified Summit Avenue and Lancaster Avenue as issues and Cumru Township receives complaints about signal timing and congestion.
- Ms. Johnston noted that Elkins Avenue (private road) at Lancaster Avenue intersection experiences issues with congestion.
- Rt. 625 is an issue when trees come down along the road. Closures impact traffic and it seems it takes a long time to clear the road when there are trees down in the road.
- Wyomissing Avenue and Fairmont Avenue culverts need replacements – maintenance issues.

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Safety:

- Attendees expressed safety concerns at the intersections of Rt. 724 with Kennel Road and Rt. 724 with Poplar Neck Road after the Hawthorne Ridge development is finalized. The proposed development will have impact on traffic flow and congestion once the development is constructed and residents are living there.

Rail lines:

- Ms. Johnston explained Cumru Township receives complaints from residents regarding the rail crossing on Rt. 724 near Ridgewood Soils. These complaints are mostly from Schuylkill River Trail users. The issue is with the speed at which vehicles are now moving over the railroad tracks after improvements by the railroad were completed.

Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Metro region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Metro region.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement of bridges over Schuylkill River and Norfolk Southern Railroad and ramp adjustment at I-176 NB to US 422 WB
- Final engineering is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper provided more detailed information on the projects presented on slides 16 and 17 of the presentation.

Mr. Piper presented slide 23 that identified the significant regional projects anticipated to start during the FFY 2025-2028 Transportation Improvement Program.

Mr. Piper presented slide 24 regarding the State Transportation Commission's Twelve-Year Program Update and the availability of a survey. Mr. Piper explained how results from the survey are shared with the MPOs across the state. Any information relating to Berks County will be reviewed and considered for inclusion onto one of the programs (LRTP / TIP) for potential implementation. Ms. Timochenko presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Mr. Piper asked for any final questions or comments.

- Ms. Johnston thanked Mr. Piper and staff for the presentation and described how helpful these types of presentations are.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:47 PM.

Prepared by,
Matt McGough
Transportation Planner
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Thursday, April 24, 2025
Cumru Township

Name	Email Address	Municipality
GREG LEONTI		CUMRU
BEV LEONTI		CUMRU
MATT McGOUGH		BCPC
Patty Wyckoff Pfeiffer		Cumru
Jeanne Johnston		Cumru
ALAN PIPER		BCPC
DAVID HUNTER		BCPC
AMANDA TIMOCHENKO		BCPC

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #12
MAIDENCREEK TOWNSHIP, HAWK MOUNTAIN REGION MEETING, APRIL 29, 2025

Mr. Piper started the meeting at 6:01 PM. He welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process; performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff has 7 in-person meetings scheduled in various municipalities in 2025. As well as two scheduled virtual meetings via Microsoft Teams. The meetings schedule is as follows:

1. April 2, 2025 – City of Reading
2. April 14, 2025 – Womelsdorf Borough
3. April 16, 2025 – Tilden Township
4. April 22, 2025 – Colebrookdale Township
5. April 23, 2025 – Virtual Meeting
6. April 24, 2025 – Cumru Township
7. April 29, 2025 – Maidencreek Township
8. May 1, 2025 – Virtual Meeting
9. May 13, 2025 – Caernarvon Township

- Ms. Hollenbach stated that this meeting was shared on Maidencreek Township's Facebook page.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Ms. Timochenko then turned the presentation back to Mr. Piper for a discussion on local transportation issues. Issues were separated into six (6) major types: Bicycle, Pedestrian, Public Transportation, Aviation, Bridge, and Highway. He noted that staff's desire with this LRTP update was to gather public input at the beginning and throughout the Plan development process, not just during the required Public Input period prior to adoption. Later this year or early next year, after updating data and draft Plan sections, and gathering responses to public input, there will be another round of public meetings.

Bicycle and Pedestrian Issues:

- Ms. Hollenbach mentioned Amish/Mennonites traveling on shoulders of 222 using bicycles and horse and buggies needing wider shoulders. Mr. Piper stated wider shoulders throughout the length of 222 through Maidencreek and Richmond Townships should take care of this issue as wider shoulders will be added to the areas where they still do not exist as we finish off last piece

of the US 222 Widening project. Ms. Hollenbach mentioned this is more of an issue on the Evansville Road and Molltown area of US 222 through these townships. Further discussion included the number and severity of horse and buggy as well as bicycle crashes experienced by this community.

- Ms. Hollenbach stated she does not see a lot of pedestrian traffic on 222.
- Ms. Hollenbach stated she does not see anyone crossing SR 73 to access Andrew Maier Elementary School. Trucks go more than 15mph in the school zone. Mr. Piper asked the question: do you think if there were safer provisions, people would walk to school? Ms. Hollenbach and Mr. Milligan stated that people might walk their kids to school but likely not those that would cross Park Road. Park Road has too much traffic traveling at too high a speed to be able to cross safely.
- Ms. Hollenbach stated that sidewalk enforcement for new developments at local municipal planning commission meetings is often brought up and has often been waived.
- Mr. Milligan stated that there are not a lot of employers in Maidencreek Township, therefore there is not a need for public transit to a manufacturer and this also leads to seeing less individuals walking to jobs.
- Pedestrians can be seen on Park Road between Golden Drive and the Dollar General/Fiore's Chill-n-Grill Café near Sofia Boulevard. Ms. Hollenbach noted that there is currently a path in the other direction from Golden Drive into the Community Park between Golden Drive and South View Road.

Public Transportation:

- Mr. Piper stated that BARTA does not provide transportation to Maidencreek residents or employers. Ms. Hollenbach mentioned that the developer of a new warehouse is applying for conditional use and part of that requirement by the township is that public transportation is provided.
- Ms. Hollenbach mentioned that Greenwich Township is looking at warehouse development and if they are built, they may need public transportation from Reading to those areas in Greenwich Township. Mr. Piper stated that if warehouses in Greenwich Township are built, the workforce would most likely be composed of Lehigh Valley residents rather than City of Reading residents traveling to Greenwich Township for employment.
- Mr. Piper mentioned that the BARTA Master Plan mentions the potential for a fixed route that would come out to Temple, and then a supplemental service could be used, similar to an on-demand service (BARTA sponsored Uber). The bus would drop off at the last stop of the fixed route. Then the individual could schedule a ride to their final destination from that last stop. Discussion continued between Mr. Piper and Ms. Hollenbach regarding a potential extension of a bus route to Kutztown as well as the benefits of staggered East Penn Manufacturing shifts.

Aviation:

- On a small scale, Mr. Milligan mentioned that Mr. Tempesco of the Reading Regional Airport runs the RC Club for Berks County within this planning region.
- Mr. Milligan stated that certain car manufacturers are testing electric Vertical Take-Off and Landing (eVTOL) aircraft technology, essentially large drones that can hold 12-15 people, often referred to as air taxis or flying taxis. Car dealerships, like Honda could be putting helipads as hubs at their dealerships. This is farfetched, but currently being tested. Mr. Piper noted that Mr.

Tempesco made sure to include some language in the Reading Airport Strategic Plan as something to consider as well as the electrification of aircrafts.

Highways and Bridges:

- Ms. Hollenbach brought up the bridge on West Shore Drive in Maidencreek Township that no one wants. She mentioned issues such as bonfires, races, graffiti, and holes in the bridge deck. Ms. Hollenbach recommends that the bridge be removed.
- Mr. Piper stated that Kutz Mill Rd. Covered Bridge that is currently County-owned and in poor condition is being rehabilitated after heavy rain damaged a portion of wall adjacent to one end of the bridge that eroded and collapsed.
- Ms. Hollenbach asked if there were any plans for the county owned bridge on Dutch Mill Road over Sacony Creek near Dutch Mill Campground. She stated that this bridge is currently posted for weight at 7 tons. Mr. Piper stated that it is on the County bridge inventory list to be addressed. Ms. Hollenbach stated that it is a concern for Greenwich Township because it is narrow and hard to plow. Mr. Piper stated that before rehabilitation happens to this bridge, the steel truss bridge to the west, Heffner's Bridge on Garman Rd, a steel truss bridge will be addressed. The volume of traffic on this road is very low, and because there is almost no traffic, this would likely not be worth it to keep open. It is actively marketed if someone wants to buy the steel truss bridge and move it to another location. Most people want the original owner to dismantle, make sure there is no lead, and deliver the bridge. When the County talked to Greenwich Township, they were told that when it is deemed unsafe for travel, then it will be closed.
- Ms. Hollenbach asked if the Calcium Rd. realignment with SR 73 is still on the TIP. Mr. Piper stated the this is a future project on the FFY 2025-2028 TIP and in final design.
- Ms. Hollenbach suggested a roundabout at 73/Park Rd, if not a roundabout, at least some sort of intersection improvements.

Ms. Timochenko and Mr. Piper presented planned projects that are currently on the County's Transportation Improvement Program (TIP). Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting all of the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Hawk Mountain region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Hawk Mountain region.

- Mr. Milligan asked if we inflate costs on the TIP. Mr. Piper explained that the TIP is fiscally restrained. The current federal funding cycle ends September 2026. That is the end of the current transportation federal funding program, the Infrastructure Investment and Jobs Act (IIJA). RATS is very conservative and assumes that there will not be an increase in funding than the amount allotted for the last year of the legislation. RATS maintains a robust, unfunded project list out to 20 years and as funding becomes available, then projects can be moved to the TIP.
- Ms. Hollenbach mentioned that crashes have increased where US 222 was widened in the proximity of Snyder Rd. She has been told that drivers are crossing the median and suggests barriers be added. Mr. Piper noted that is area could be revisited to consider including median barriers.

Mr. Piper presented and went over a list of significant projects anticipated to start during the Reading MPO's FFY 2025-2028 TIP in the Hawk Mountain Region. Mr. Piper provided more detailed information on the projects presented on slide 18 of the presentation.

Mr. Piper presented slide 21 regarding the State Transportation Commission's Program Update and the availability of a survey. Mr. Piper explained how results from the survey will come back to the MPOs and any information listed as pertinent to Berks County will be reviewed and could make its way onto one of the programs for potential implementation. Mr. Piper presented the link to the survey: https://survey.talkpatransportation.com/#/survey

Mr. Piper asked for any final questions/comments, particularly related to roadways, bridges, or other transportation issues in the area that are considered problematic.

Hearing no other comments, Mr. Piper and Ms. Timochenko thanked the attendees for coming. The meeting concluded at 6:57 PM.

Prepared by,
Devon Hain
Transportation Planner
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Tuesday, April 29, 2025
Maidencreek Township

Name	Email Address	Municipality
Diane Hollenbach	[redacted]	Maidencreek
Gavin Milligan		" "
Amanda Timochenko		BCPC/RATS
Alan Piper		BCPC/RATS
Devon Hain		BCPC/RATS

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #13
MS TEAMS VIRTUAL COUNTYWIDE MEETING, May 1, 2025

Meeting Attendees:

- **Members of the Public**
  - Mary Himmelberger
  - Donald Himmelberger
- **Berks County Planning Commission Staff**
  - Alan Piper, Transportation Planner III
  - Amana Timochenko, Planner II
  - Devon Hain, Planner II

Mr. Piper started the presentation at 6:06 PM. He thanked all for attending, noting that this is the second of two virtual countywide meetings scheduled as part of the overall nine-meeting outreach effort in Spring 2025 for the LRTP. He introduced Ms. Timochenko who will give a brief presentation on the results of the Fall Outreach efforts as well as gathering input regarding local transportation issues and needs.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the audience that staff scheduled 7 in-person meetings in various municipalities in 2025. As well, staff scheduled two Countywide virtual meetings via Microsoft Teams.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

Goal #2: Maintain and improve the existing multimodal transportation system and services within fiscal constraints.

Goal #3: Invest in projects that strengthen and enhance economic development and tourism opportunities.

Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Ms. Timochenko then turned the presentation back to Mr. Piper for a discussion on local transportation issues. Issues were separated into six (6) major types: Bicycle, Pedestrian, Public Transportation, Aviation, Bridge, and Highway. He noted that staff's desire with this LRTP update was to gather public input at the beginning and throughout the Plan development process, not just during the required Public Input period prior to adoption. Later this year or early next year, after updating data and draft Plan sections, and gathering responses to public input, there will be another round of public meetings.

Bicycle and Pedestrian Issues:

- Ms. Himmelberger stated that overall people are using backroads to bike on in the Tulpehocken Region. She thinks those biking on back roads near Shartlesville is dangerous. She realizes the roads are the way they are and cannot be changed.
- Ms. Himmelberger mentioned that there is no regional trail network for transportation throughout the County except for the north-south SRT, which still has a lot of gaps. She realizes the cost of bike lanes is astronomical and does not see a feasible solution.
- Ms. Himmelberger noted that one area of concern for pedestrians is Industrial Drive between Hamburg Borough and Tilden Township. There are many pedestrians on that road, but there are no sidewalks, so they walk on the road, through puddles and mud. She noted that there seems to be a larger population in Hamburg that does not own or drive a car.

- Mr. Himmelberger noted that there is excessive speeding along the section of SR 61 by Leesport, between Wall Street and Bellemans Church Rd. Mr. Piper noted that improvements were made to address congestion in that area. In some instances, improvements made can inadvertently affect safety. Ms. Himmelberger noted that it seemed like cars speed on SR 61 the whole way between Shoemakersville Borough and Muhlenberg Township.
- Ms. Himmelberger asked about the intersections that have a bright blue tinted light and noted how well drivers can see. She recommended that all intersections should have blue lights to see well at night, like the one at Bellemans Church Rd and SR 61.
- Ms. Himmelberger identified an area in Shartlesville needing pedestrian accommodations. She noted that residents of the town of Shartlesville walk along Old Route 22 and up Mountain Road to visit the Love's gas station, McDonald's, Subway, Amazon Locker, and Dunkin Donuts. She has also noted that many truck drivers staying in the Love's parking lot walk south on Mountain Road to patronize the Dollar General located just off Old Route 22 on Roadside Drive.

Transit:

- Building off of the comment made by Ms. Himmelberger that there is a lack of driving population in the Borough of Hamburg, Mr. Piper noted an industry there closing and how that could hurt those who work there and live in Hamburg that do not have the ability to drive to a similar job. Ms. Himmelberger stated that if rural warehouses are concentrated then they can supply public transit, but that is hard to provide when those are scattered. Ms. Himmelberger noted that the further the warehouse employment opportunity is from the City of Reading, the harder it is to get that employee base to the warehouse. Developers build along Interstates, which is far away from the City of Reading and the employment base.

Aviation:

- Ms. Himmelberger acknowledged that commercial air is not likely to be provided in large quantities at the Reading Regional Airport but would be happy to have access to nearby air travel even if it were to limited destinations.

Highways and Bridges:

- No comments

Mr. Piper next showed a slide showing a Berks County map with all the planned projects in the current FFY 2025-2028 TIP. He gave a brief description of the TIP and where it fits into the planning process. Although it covers a four-year period, it is updated every two years with minor shifts in funding and schedules occurring regularly. Projects on the TIP are mostly drawn from the LRTP; minor additions of bridges and small site safety improvements are added as needed. Mr. Piper went on the describe multiple projects located throughout Berks County.

Several slides detailing major projects were shown and described. These included U.S. 422 West Shore Bypass Phases I and II; the U.S. 222 North Widening (south of Kutztown); and the U.S. 222 North Widening (north of Kutztown, currently only the Long Lane intersection roundabout is programmed). A list of other significant projects anticipated to start on the current TIP was shown. Going back to the countywide map, several planned studies for different sections of PA 183 were also discussed.

- Ms. Himmelberger was very supportive of the improvements included in U.S. 422 West Shore Bypass Phases I and II, especially those involving improvements to merge points.
- Ms. Himmelberger says that many individuals travel from the Lehigh Valley area to Reading to the arena and other events. She stated that in her discussions with these individuals, they absolutely love the roundabouts on US 222! Mr. Piper elaborated on the lack of congestion after the roundabouts were constructed. Ms. Timochenko mentioned the improvement to safety following the installation of the roundabouts. Ms. Himmelberger mentioned an article PennDOT put out on the improvements to safety provided by roundabouts.
- Ms. Himmelberger inquired about the signs that direct drivers not to drive next to a truck in a roundabout. Mr. Piper said that should be policy for most roundabouts. These roundabouts were built so that truck drivers would stay in the inside lane and have the ability to use the skirt along the apron. However, it seems that many truck drivers do not want to stay on the inside lane. Due to this, it is advised that drivers do not enter a roundabout next to a tractor trailer, so that trucks have enough room. Ms. Himmelberger is excited for the Long Lane intersection and other roundabouts in Richmond Township along the US 222 corridor to be completed.
- Ms. Himmelberger asked if the federal money received helps fund short term projects. Mr. Piper confirmed that funds move from federal to state to MPO. For the most part it is federal transportation money that may come from a wide variety of different programs with different rules and regulations for each program. The MPO cannot plan more projects than the funding amount received, so it gets distributed between different projects for different phases. It is a lot of money juggling. Mr. Piper stated that there have been many changes over his tenure with RATS. Following the improvements to US 422, US 222, and Route 12, there should be a lack of major projects that require large sums of funding. That would mean more funding would be available for additional smaller projects that have more local impact as opposed to regional impact.
- Ms. Himmelberger noted that Shartlesville Rd. has now become a speedway and identifies the speeding as an enforcement issue. She questioned if speed humps are pretty much out of the question on rural roads. Mr. Piper confirmed that speed humps can work in residential developments, but they do not work so well on through roads.
- Ms. Himmelberger noted that stormwater on back roads can be excessive sometimes. She asked if there is a program that can be tapped into to address this issue. Mr. Piper stated that PennDOT is spending more time combatting stormwater issues. Drainage improvements along state roads in rural areas are being done by PennDOT.
- Ms. Himmelberger inquired about extra funding for local roads. Mr. Piper stated that liquid fuels money was never meant to be the sole funding for maintaining local roads.

Mr. Piper discussed the PA State Transportation Commission's Public Input survey related to the update of the Twelve-Year Program (TYP). Results from that survey is shared with local regions like RATS and serves as additional input into our LRTP and TIP processes.

- Mr. Piper stated that the survey ended yesterday and went on to explain that the Reading MPO is going to try to duplicate the STC survey. This would involve sending the survey to municipalities to identify issues by putting dots on a map and providing a description or category for the issue. If that works well, the future plan is to leave on the BCPC webpage that anyone can go to anytime to submit roadway concerns. Ms. Himmelberger recognized that is very forward thinking, ambitious, and will be beneficial.

Hearing no other comments, Mr. Piper and Ms. Timochenko thanked all present for attending and providing input. The meeting concluded at 6:58 PM.

Prepared by,

Devon Hain
Transportation Planner II
BERKS COUNTY PLANNING COMMISSION

RATS FFY 2027 - 2050 LONG RANGE TRANSPORTATION PLAN (LRTP)
PUBLIC OUTREACH MEETING #14
CAERNARVON TOWNSHIP MUNICIPAL BUILDING, SOUTHERN HIGHLANDS REGION MEETING
MAY 13, 2025

Mr. Piper started the meeting at 6:15 PM. Mr. Piper welcomed everyone and gave a brief overview of the purpose of tonight's meeting which was to review and gather public input during the Long Range Transportation Plan (LRTP) update development process. He mentioned that specific projects will be discussed in the second half of the meeting.

Ms. Timochenko next shared a PowerPoint presentation (see attachment at the end of these notes).

Ms. Timochenko described the Reading Area Transportation Study (RATS) and the Committee structure.

Ms. Timochenko then explained what the Long Range Transportation Plan (LRTP) is along with some of the necessary items to be included under federal requirements; planning horizon and update process (every four years minimum); performance measures; and serving as the foundation for the development of the Transportation Improvement Program (TIP).

Ms. Timochenko summarized the ten (10) Federal Planning Factors that must be incorporated into the LRTP:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility of people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

The LRTP must be consistent with state and local transportation plans and programs.

Ms. Timochenko then summarized the public outreach staff has done to date and plans on doing in the future. Ms. Timochenko informed the audience that in 2024 staff held 4 in-person meetings in multiple municipalities throughout Berks County. Staff also held one virtual meeting via Microsoft Teams and distributed a survey for public input.

Ms. Timochenko informed the attendees that staff planned 7 in-person meetings for 2025 in various. As well as two scheduled virtual meetings via Microsoft Teams.

Ms. Timochenko then presented the vision statement for the plan. This provides the context for why the plan is done and its relationship with other federal, state, and local plans. The **Vision Statement** is: *The Reading Area Transportation Study will promote a well maintained and balanced multimodal transportation system that will safely and efficiently move people and goods*.

Ms. Timochenko introduced and reviewed all five goals which are:

Goal #1: Keep travelers safe and secure for all modes of transportation.

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Goal #4: Give travelers a variety of well-designed transportation choices that are in good condition.

Goal #5: Enhance the County transportation system to address environmental impacts.

Mr. Piper reviewed Slide #14 and asked the question: “What transportation issues do you currently experience?" Responses included:

Bicycle and Pedestrian Issues:

- Mr. Piper acknowledged that the region is home to an Amish community who regularly use regional roadways for bicycling and horse and buggy transportation.

Transit:

- Mr. Piper discussed that transit service was previously provided by BARTA linking the Reading urban area to the regional industrial park in Caernarvon Township but service was ended due to lack of ridership. However, with several new warehousing and residential developments proposed in the region, coordination with transit providers should occur to evaluate the feasibility of a potential resumption of service

Aviation:

- Mr. Piper indicated he was not aware of any aviation issues within the region and the attendees concurred.

Highways and Bridges:

- No new issues were identified or discussed.

Safety:

- No new issues were identified or discussed.

Rail lines:

- No new issues were identified or discussed.

Mr. Piper explained the TIP and presented a visual (slide 15) describing the relationship between the TIP and the LRTP.

Ms. Timochenko shared a Countywide map depicting the locations of current TIP projects throughout the County. The TIP map was further reduced to show only projects located within the Southern Highlands region of the County. Mr. Piper went on the describe the projects that were located within the confines of the Southern Highlands region. He noted that most of the projects in this region involve bridge replacement projects including those on PA 724 and on Alleghenyville Road in Robeson Township, and on PA 10 east of the PA Turnpike interchange in Caernarvon Township / New Morgan Borough.

Mr. Piper then discussed projects under development by the Pennsylvania Turnpike Commission (PTC). As a part of their initiative to provide increased safety and capacity in its eastern region, the PTC is conducting a phased widening project extending westward. An initial phase of this project involves the replacement of overhead bridges to facilitate the mainline widening. To date, bridge widening has been completed through the recent replacement of the SSR 82 bridge in neighboring Chester County. The next two bridges scheduled for replacement are those carrying Twin Valley Road, on the Chester/ Berks County line, and SR 23 in Caernarvon Township. PTC officials estimate that work on these two bridges will begin in late 2026. There is no current schedule for the mainline widening in this area. Also of note is the PTC's initiative to implement On Road Tolling (ORT) by installing gantries over the mainline. Following implementation of this system, the PTC intends to reconstruct existing interchanges to remove toll booths to improve safety and traffic flow.

Mr. Piper described the US 422 Corridor (West Shore Bypass) project to the attendees. Some of the key takeaways from this presentation included:

- Project includes the complete reconstruction to 6 lanes including: Lancaster Avenue interchange, Penn Avenue interchange, Bingaman Street Bridge, and bike and pedestrian connections
- Preventative maintenance on the bridges over the Schuylkill River and Brentwood Drive
- Complete replacement of bridges over Schuylkill River and Norfolk Southern Railroad and ramp adjustment at I-176 NB to US 422 WB
- Final design is currently in progress
- Estimated bid opening in approximately 2027
- Estimated completion date post 2030

Mr. Piper presented slide 25 regarding the State Transportation Commission's Twelve-Year Program Update. As part of their update and public outreach efforts, a survey was available from March 3, 2025 to April 30, 2025. Mr. Piper explained how results from the survey are shared with the MPOs across the state. Any information relating to Berks County will be reviewed and considered for inclusion onto one of the programs (LRTP / TIP) for potential implementation. Ms. Timochenko presented the link to the Twelve-Year Program Update process and how it works: https://survey.talkpatransportation.com/how-it-works/typ#

Mr. Piper asked for any final questions or comments.

Hearing no other comments, Ms. Timochenko and Mr. Piper thanked the attendees for coming. The meeting concluded at 7:00 PM.

Prepared by,
Ashley Showers
Assistant Director
BERKS COUNTY PLANNING COMMISSION

FFY 2027-2050 Long Range Transportation Plan Public Outreach Meeting
Tuesday, May 13, 2025
Caernarvon Township

Name	Email Address	Municipality
Dave Zimmerm	[redacted]	
Alan Piper		
Amanda Timochenko		
Ashley Showers		

From: Piper, Alan
To: Piper, Alan
Bcc:

SENT TO ALL MUNICIPAL OFFICIALS IN BERKS COUNTY

Subject: Municipal Project Solicitation
Date: Tuesday, May 6, 2025 12:24:00 PM
Attachments: image001.png
image003.png
image007.png
image008.png

Dear Municipal Official,

The Berks County Planning Commission, acting in its capacity as staff to the Reading Area Transportation Study, has begun the process of updating the FFY 2027-2030 Transportation Improvement Program (TIP) and the FFY 2027-2050 Long Range Transportation Plan (LRTP) for Berks County. As part of this process, we are requesting municipal input on potential highway and bridge and transit projects that are recommended for consideration to be included in these plans.

The following survey link describes the eligibility requirements and the process to be followed to submit recommendations.
The link also contains resources for assisting in this process.

Survey Link for Municipal Project Requests: https://arcg.is/15rb5K2

Please forward this to all appropriate elected officials and staff in your municipality with interest in this matter.

Responses are due by June 27, 2025.

Any additional documentation that you would like to submit in support of your request that cannot be incorporated into the survey can be sent directly to Amanda Timochenko at atimochenko@berkspa.gov

If there are any questions, please feel free to contact me. My contact information

is listed below.

Thank you in advance for your participation in this effort.

The Berks County Planning Commission has relocated to the County of Berks South Campus.
The address here is 400 East Wyomissing Avenue, Box 2, Mohnton, PA 19540.

Our telephone numbers and e-mail addresses remain the same.

Alan Piper | Planner III - Transportation
Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2, Mohnton, PA 19540
Phone: 610-478-6300 ext. 6313 Fax: 610-478-6316

Email: Apiper@berkspa.gov
Web: www.berkspa.gov/planning

RATS MPO Transportation Project Request Form

The Reading Area Transportation Study (RATS) is the regional transportation planning organization for the Reading, PA metropolitan area, covering all of Berks County.

The Berks County Planning Commission, as staff to the RATS Coordinating Committee, has begun the process of updating the FFY 2027-2030 Transportation Improvement Program (TIP) and FFY 2027-2050 Long Range Transportation Plan (LRTP) for the Berks County region. As part of this process, we are requesting input on potential highway and bridge and transit projects for consideration to be included in these plans.

You may submit as many requests are you feel are necessary. Project requests should be limited to:

1) Major capital improvements (not routine maintenance) for inclusion in these plans.
2) Recommendations can be made for any state-owned highway or bridge.
3) We can only consider recommendations for non-safety related highway improvements to municipal-owned roadways if they are part of the approved Federal-Aid Highway System (December_2023_ffc_County_Berks_06.pdf). Funding in this category is extremely limited.
4) We may consider the use of safety funding to address high crash locations on any roadway.
5) We may only consider improvements to municipal bridges that are greater than 20 feet in length.

Please note that there is no guarantee that a project will be added to the program. The actual amount of available funding will not be determined until a review is completed of the status of the current projects and their costs later this year.

Any additional documentation that you would like to submit in support of your request that cannot be incorporated into the survey can be sent directly to Amanda Timochenko at atimochenko@berkspa.gov

***Please submit form no later than June 27, 2025.**

Local Advocate Type*

○ Municipality ○ Individual ○ Agency/Organization

First Name*

Last Name*

Street Address*

City*

Zip Code*

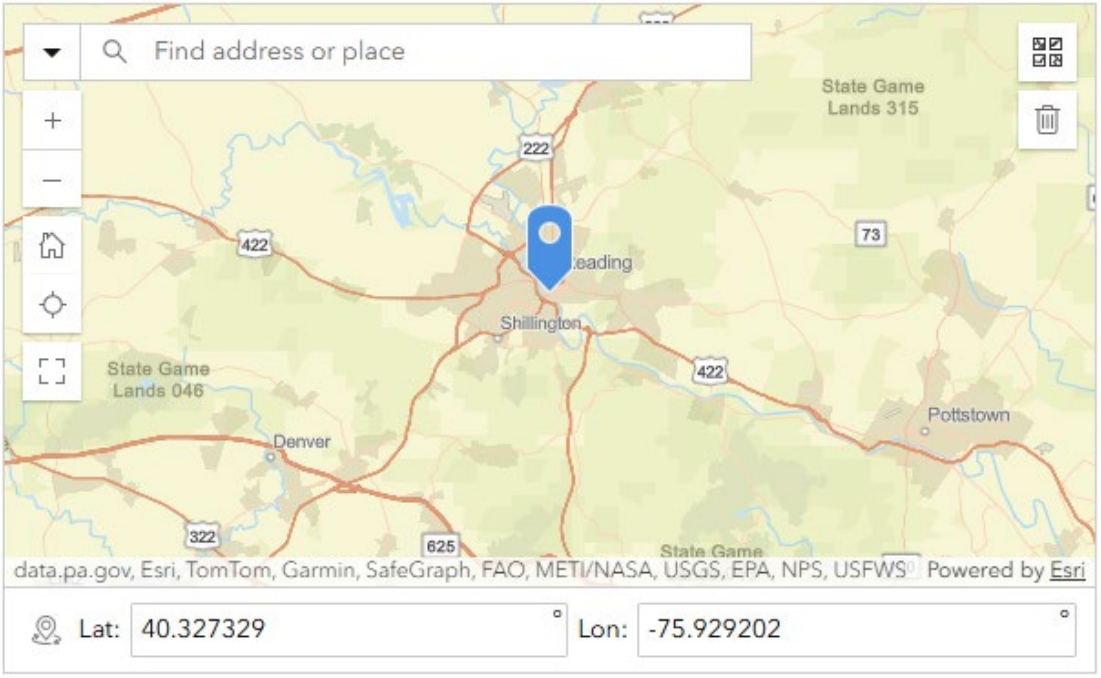
Email Address*

Phone Number

In what municipality is the transportation problem located?*

Click to create a point on the map.*

Press Ctrl + Scroll to zoom in on map and pan on the map to the location of the transportation issue. Click on the map at the location to create a point.



What is the problem type?*

- [ ] Highway
- [ ] Bridge
- [ ] Transit
- [ ] Bicycle/Pedestrian
- [ ] Other

What is the primary road name/route where the problem is located?*

What is the nearest intersecting road name/route?*

Has any prework such as a study or preliminary design begun?*

- ( ) Yes
- ( ) No
- ( ) I don't know

Please select the option or options that most closely reflect the problem category and provide any additional description as appropriate.*

- [ ] Roadway Preventative Maintenance
- [ ] Bridge Maintenance
- [ ] Congestion
- [ ] Safety
- [ ] Land Use & Economic Development
- [ ] Transit, Bicycle, Pedestrian, & Alternative Travel Modes
- [ ] Restrictions to Freight Movement

Please provide additional information regarding your assessment of the problem.

Is there anything else relating to land use or development that you feel is relevant to this problem?

Are there any environmental concerns that you feel are relevant to this problem?

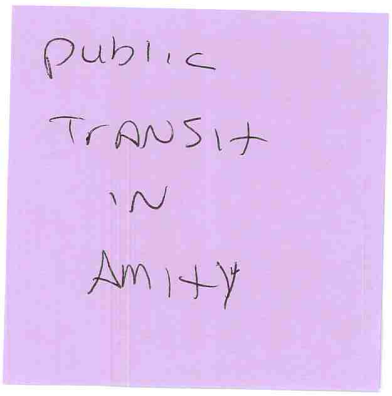
Has any federal, state, county, municipal, or private/other funding been set aside for addressing this problem?*

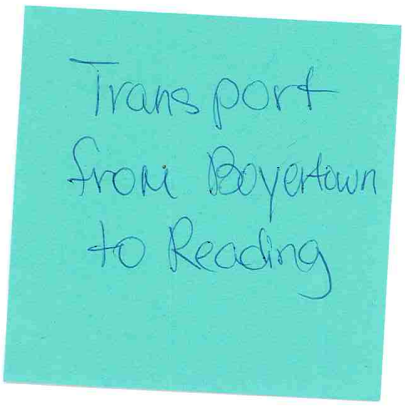
- Yes
- No
- I don't know

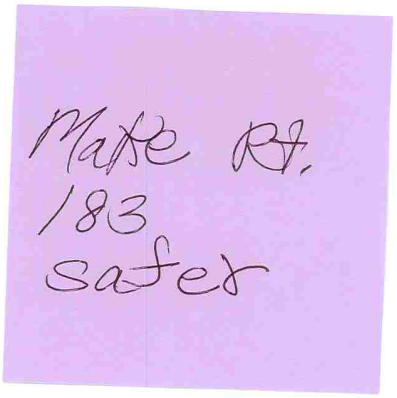
Submit

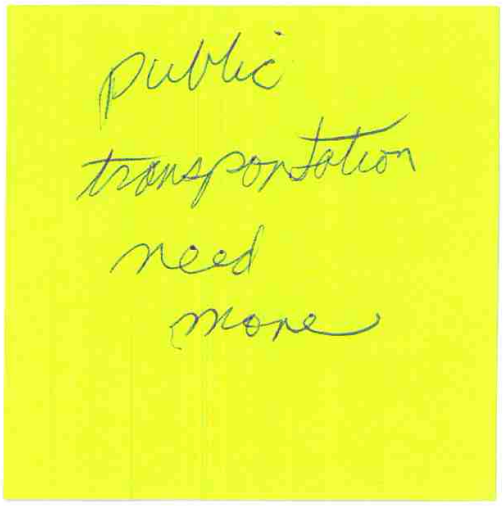
Powered by ArcGIS Survey123

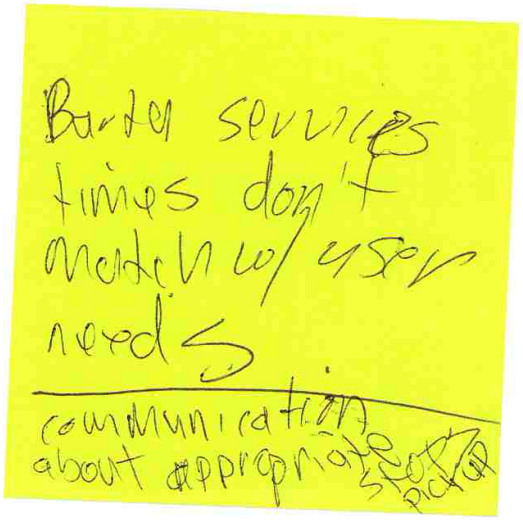
READING MPO
LONG RANGE TRANSPORTATION PLAN
Transportation Improvement Program
County-wide
BICYCLE
PEDESTRIAN
PUBLIC TRANSPORTATION
AVIATION
BRIDGE
HIGHWAY
WHAT TRANSPORTATION ISSUES DO YOU CURRENTLY EXPERIENCE?
RATS

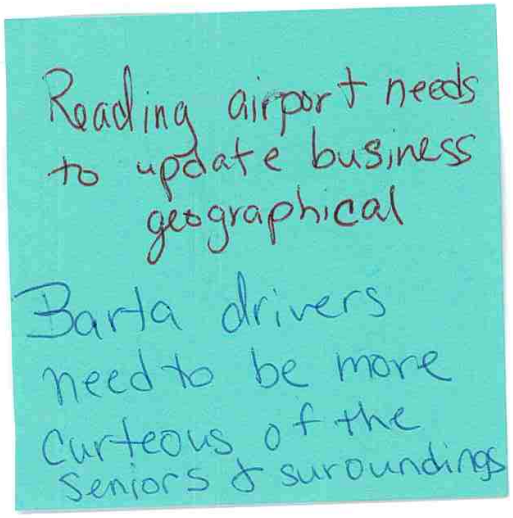

Public
TRANSIT
IN
Amity

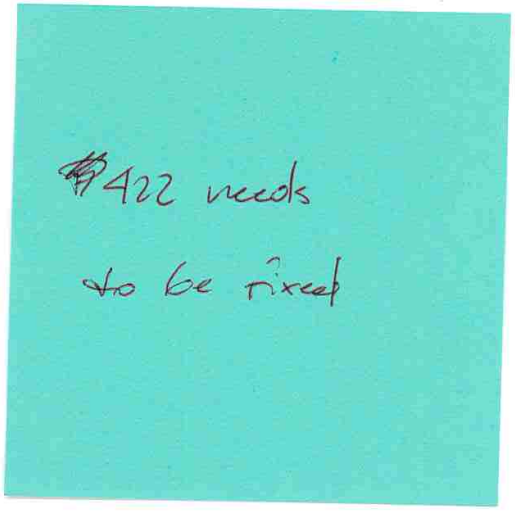

Transport
from Boyertown
to Reading

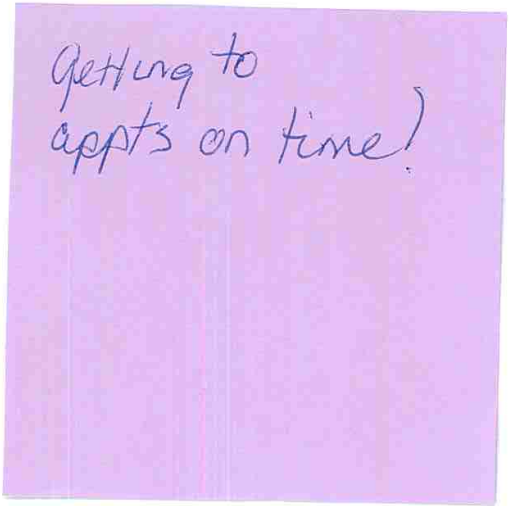

Make Rt.
183
safer

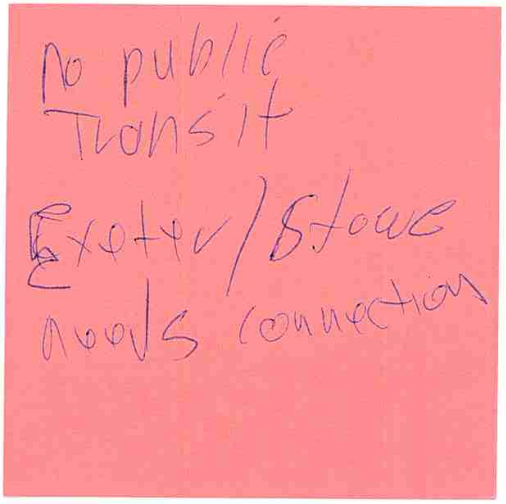

public
transportation
need
more


Barta services
times don't
match w/ user
needs
communication
about appropriate


Reading airport needs
to update business
geographical
Barta drivers
need to be more
Curteous of the
seniors & surroundings


422 needs
to be fixed


getting to
appts on time!


No public
Transit
Exeter/Stowe
needs connection

READING AREA TRANSPORTATION STUDY
c/o Berks County Planning Commission
400 E. Wyomissing Ave., Box 2
Mohnton, PA 19540
Phone: 610.478.6300

TO: Reading Area Transportation Study Coordinating Committee

INFO: FFY 2027 Transportation Improvement Program Municipal Project Solicitation Survey Results

FROM: Amanda Timochenko, Transportation Planner II

DATE: July 17, 2025

The FFY 2027-2030 Transportation Improvement Program development process began in March 2025 with the MPO actively promoting the State Transportation Commission's online public survey and public meeting. The STC survey was followed by a solicitation of transportation project recommendations from Berks County municipalities in May 2025. Municipalities were given details of the eligibility requirements for new project additions as well as resources for completing the survey. The municipal transportation project solicitation survey was available from May 6, 2025, through June 27, 2025. The survey was promoted through email correspondence, the Berks County Planning Commission E-Flash, and at several RATS Long Range Transportation Plan (LRTP) Public Outreach meetings.

In total, six municipal transportation project survey responses were received. These include:

Municipality	Problem Type	Problem Location	Problem Category
Fleetwood Borough	Bridge	Park Road over Willow Creek	Bridge Maintenance - deteriorating concrete
City of Reading	Highway	Hampden Blvd. near College Ave.	Safety - intersection improvements to reduce speeds and crashes
Cumru Township	Bridge	Werner St. over Wyomissing Creek	Safety - posted bridge at 27/40 tons
Upper Tulpehocken Township	Highway	Intersection of SR183 and Old Route 22 (SR4040)	Safety - Intersection improvements
Douglass	Highway	Ben Franklin Highway near Squirrel Hollow Rd.	Safety, Land Use & Economic Development, Transit, Bicycle/Pedestrian - reduce roadway from 4 lanes to 2 lanes with center left turn lanes
Caernarvon	Highway	Intersection of Main St. and Morgantown Expressway	Congestion

These projects will be considered through the TIP development process and LRTP development process. New projects are evaluated based on their ability to address Performance Measures and consistency with other state and regional plans. The addition of new projects to either the TIP and/or the LRTP is also based on available funding.

Recommended projects through the municipal transportation project solicitation are added to an ongoing list of potential projects for consideration in future updates to the TIP and LRTP if the projects are unable to be included during this TIP and LRTP update.

READING AREA TRANSPORTATION STUDY
c/o Berks County Planning Commission
400 E. Wyomissing Ave., Box 2
Mohnton, PA 19540
Phone: 610.478.6300

TO: Reading Area Transportation Study Coordinating Committee
INFO: 2025 State Transportation Commission (STC) Public Survey Results for the 2027 Twelve Year Program (TYP)
FROM: Devon B. Hain, Transportation Planner II
DATE: July 17, 2025

In the Pennsylvania State Transportation Commission's (STC's) effort to gain public input for the 2027 Twelve Year Program (TYP), they opened a 60-day public comment period in spring of 2025. This public outreach generated 9,186 survey responses with 3,710 transportation issues to be identified statewide. Berks County received 165 survey responses with mapped transportation issues. The results were separated by responses focused on highways and bridges, active transportation, and public transportation. Examining the data from the 165 responses has provided us with the following information.

Eighty-seven (87) distinct highway and bridge issues were identified. Approximately 20% of the highway issues identified showed public concern with congestion, maintenance, and safety along major corridors within Berks County including I-78, US 222, US 422, SR 183, SR 100, and SR 1010. The remaining issues were identified on highways and bridges within 30 of the 72 municipalities within Berks County. Issues identified include intersection improvements and realignments, interchange improvements, enforcement of speeding, congestion, inadequate sight distances, bridge and highway maintenance, and issues with tractor trailers within multiple boroughs. The most comments regarded specific issues within the City of Reading and the Borough of Womelsdorf. Thirty-six (36) of the eighty-seven (87) identified issues are addressed by projects that are underway or currently planned.

There were eleven (11) active transportation issues identified this survey period. Places where conflict between vehicles and pedestrians were identified that could include a need for active transportation infrastructure where it does not currently exist, filling sidewalk gaps, need for sharrows or bicyclist accommodations, and pedestrian safety improvements such as signage or crosswalks. These issues were identified in Exeter and Maidencreek Townships, as well as St. Lawrence, Topton, and West Reading Boroughs.

Public Transportation comments consisted of three (3) identified issues. There was one (1) request for public transit into and around Boyertown. Two (2) requests were made for public transportation into and out of the City of Reading via rail and bus to major cities such as Philadelphia and Harrisburg.

The issues identified will be considered in upcoming transportation plans and programs. MPO staff has provided the issues identified, broken down by corridor and municipality, with projects that address these. The STC TYP results and summaries and the interactive map are also available to achieve a broader view of what was identified within Berks County.

2027 12-Year Program Update: Regional Transportation Survey Summary

READING AREA TRANSPORTATION STUDY (RATS)

State Transportation Commission

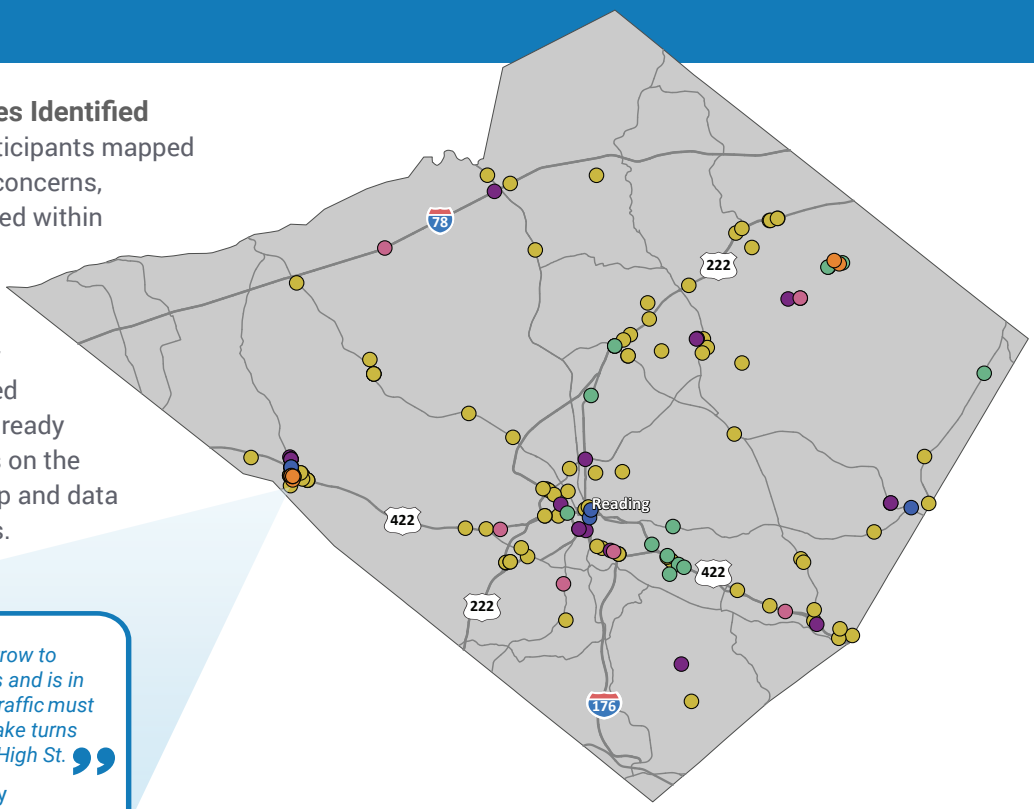
A CLOSER LOOK AT YOUR REGION

The State Transportation Commission held a 60-day Public Comment Period for the update of the 2027 12-Year Program (TYP) from March 3 through April 30, 2025. The public was invited to provide input through taking the Transportation Survey and participating in an Online Public Forum, which was broadcast live on PAcast and Facebook Live on Thursday, April 10. The public also had the option to request assistance to participate in the Survey or Online Public Forum by contacting PennDOT's Program Center. All public feedback received was reviewed and compiled to better understand current transportation priorities and trends regionally and statewide.

Transportation Issues Identified

Statewide, survey participants mapped **3,710** transportation concerns, **165** of these are located within the **RATS region**.

During the mapping exercise, some survey participants discovered their concerns were already addressed by projects on the 2025 TYP. See the map and data below for more details.



> *"High St. is too narrow to accommodate trucks and is in need of major repair. Traffic must wait for trucks to make turns from 2nd St. onto High St."*
>
> Local Survey Participant

Number of Issues Identified

The icons below correspond with the same color dots on the map.

115	24	13	6	7	6
ROADWAY	BRIDGE	BIKING/ WALKING	TRANSIT	FREIGHT	CONCERN(S) ALREADY ADDRESSED

Examples of a 2025 TYP Project that Addressed Public Concerns

SR 422 BEN FRANKLIN CONGESTED CORRIDOR

WEST SHORE BYPASS - PHASE 1

DWIGHT STREET BRIDGE

TalkPATransportation.com June 2025

2027 12-Year Program Update: Regional Transportation Survey Summary

READING AREA TRANSPORTATION STUDY (RATS)

State Transportation Commission

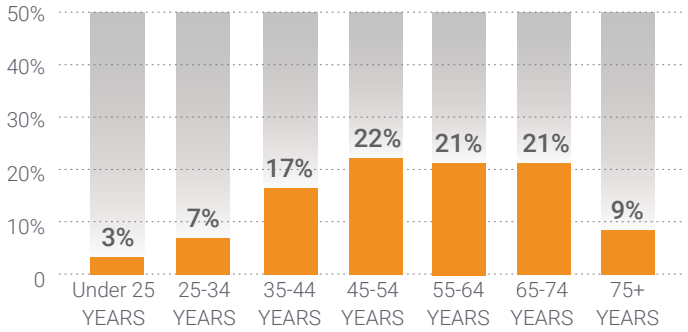
ABOUT THE SURVEY PARTICIPANTS IN YOUR REGION

Over 9,150 individuals participated in the survey statewide, and **318** of the survey participants identified with the **RATS region** through feedback provided. Learn more about the participants from this region.

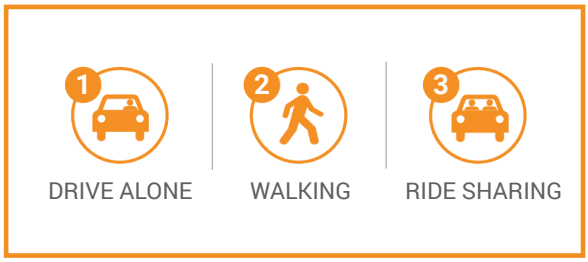
Male	124	47%
Female	131	49%
Third gender/Nonconforming	0	0%
I prefer to self-describe	0	0%
I prefer not to answer	11	4%

Responses to demographics questions were optional.

Age



Top Transportation Modes



Transportation Priorities Ranking

1. **ROAD PAVEMENT** — Repairing, restoring, reconstructing, and maintaining Pennslyania's 120,000 miles of state and local roadways to impove your travel
2. **TRAFFIC FLOW** — Using technology to improve traffic flow and construction of new roads and additional travel lanes to safely move people and goods more efficiently
3. **BRIDGES** — Repairing, replacing, and maintaining Pennsylvania's 31,000 state and local bridges
4. **INTERSTATE HIGHWAY** — Specific, prioritized investments in reconstructing Pennsylvania's 1,868 miles of interstate highway
5. **PASSENGER RAIL** — Intercity and commuter rail service across Pennsylvania with out-of-state connections
6. **WALKING** — Accessible and connected routes to get you where you need to go safely
7. **TRANSIT** — Accessible and timely public transportation that covers an extensive service area and crosses regions
8. **AVIATION** — Modern facilities, operations, and a wide range of commercial airline choices at airports
9. **FREIGHT** — Modern highways, railways, airports, and waterways to support the economy and ensure the efficient movement of goods and services
10. **BICYCLING** — Safe bicycle routes and facilities throughout the commonwealth to get you where you need to go

Pennsylvania Department of Transportation
TalkPATransportation.com
717.783.2262
RA-PennDOTSTC@pa.gov
Office of the State Transportation Commission and Transportation Advisory Committee
P.O. Box 3365 | Harrisburg, PA 17105

2027 12-Year Program Update: 2023 and 2025 Regional Survey Results Comparison

READING AREA TRANSPORTATION STUDY (RATS)

State Transportation Commission

June 2025

2025

318 SURVEY PARTICIPANTS

165 MAPPED ISSUES
6 RESOLVED

2023

185 SURVEY PARTICIPANTS

109 MAPPED ISSUES
6 RESOLVED

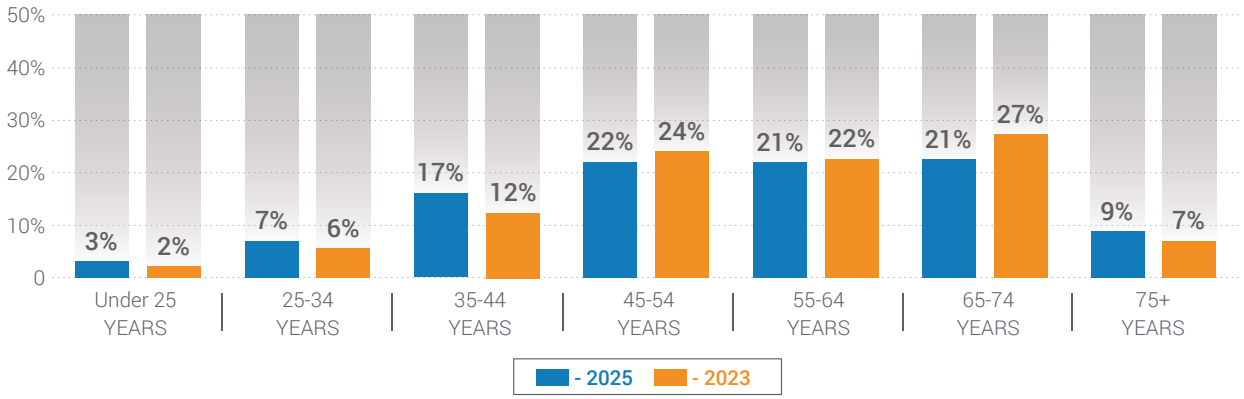
About the Survey Participants

2025	
Male	47%
Female	49%
Third gender/Nonconforming	0%
I prefer to self-describe	0%
I prefer not to answer	4%

2023	
Male	52%
Female	44%
Third gender/Nonconforming	1%
I prefer to self-describe	0%
I prefer not to answer	3%

Responses to demographic questions were optional.

Age



Top Transportation Modes

2025

1. DRIVE ALONE
2. WALKING
3. RIDE SHARE

2023

1. DRIVE ALONE
2. WALKING
3. AVIATION

Highest Ranked Priorities

2025

1. ROAD PAVEMENT
2. TRAFFIC FLOW
3. BRIDGES

2023

1. ROAD PAVEMENT
2. BRIDGES
3. TRAFFIC FLOW

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STC Survey Highway and Bridge Results

(87 Issues Identified)

Interstate 78 Corridor:

- (2) The eastbound lanes of I-78 are in need of repair. The condition of these lanes will be improved due to concrete rehabilitation through Project 120121 and highway resurfacing through Project 72807.
- (1) Drainage issue along I-78 surrounding the SR 143 interchange near Lenhartsville. The I-78 bridge reconstruction project at the Lenhartsville interchange will resolve this issue.

US 222 Corridor:

- (2) Enforcement needed between Lancaster County line and Reading due to excessive speeding
- (1) Congestion occurs from Reading to Lehigh County line. US 222 congestion has been and will continue to be addressed by multiple projects in the current TIP. Project 92414 has been implemented from the 2021-2024 TIP, which included the improvements at the intersection of 222 and 73, two new roundabouts on 222 at Tamarack/Genesis Drive and Schaeffer Road, as well as widening 222 to four lanes to the west and east of 73. Project 61972 will widen US 222 to four lanes from Schaeffer Road in Maidencreek Township to the Kutztown Bypass, this project also includes the construction of two new roundabouts: one at Pleasant Hill Rd and one at Richmond Road. Project 90569 consists of intersection improvements and the construction of a roundabout at Long Lane Rd in Maxatawny. Project 97234 includes the preliminary engineering phase for widening 222 to two lanes in both directions for 3.81 miles between the 222/Kutztown Bypass north to the Berks/Lehigh County Line.
- (4) Repaving/concrete work needed along Kutztown Bypass
- (1) Need to widen lanes and reduce curves in roundabouts to accommodate width of tractor trailers
- (1) Need wider shoulders through Maidencreek and Richmond to accommodate the Mennonite Community. Projects 92414 and 61972 will address this issue.

US 422 Corridor:

- (2) Congestion from Douglassville to Reifton. 13 signalized intersections will be upgraded to be more traffic responsive between Pineland Rd and River Bridge Rd along US 422 in Amity and Exeter Townships through Project 110075.
- (6) Safety issues exist due to the speed of vehicles and the volume of traffic between Park Road and I-176 Interchanges. Maintenance concerns along this stretch were also noted due to an abundance of potholes. These issues will be addressed by the reconstruction of US 422 through Projects 114439 and 72814, which will focus on widening shoulders, adding capacity, and repair/rehabilitation/reconstruction of various bridges and interchanges.
- (1) Repaving needed from along corridor from start of US 422 Limited Access Highway in Douglass Twp to SR 4036/Armand Hammer Blvd interchange in Montgomery County
- (1) Speed limit should be raised to 70MPH on highway portion
- (1) Congestion from Spring Township to Lebanon County line (Penn Ave/Conrad Weiser Pkwy portion). Project 87688 will address congestion in the Sinking Spring area of this corridor.

SR 100 Corridor:

- (2) Repaving needed from Pottstown north to Bally. Project 101786 addresses this issue.

SR 183 Corridor:

- (3) High volume of traffic and truck traffic as well as speeding and illegal passing on this corridor between I-78 and US 222. Projects 11719 and 91976 address improvements from I-78 to New Schaefferstown Rd. Project 120974 is currently studying safety and intersection improvements in the Bernville area. Project 117721 will widen SR 183 between W. Leesport Rd and US 222.

SR 1010 Corridor:

- (1) Need wider shoulders along this road from Business 222/Allentown Pike in Ontelaunee Township to SR 1035/Chestnut St in Mertztown, Longswamp Township to accommodate the Mennonite Community

Alsace:

- (1) Skyline Drive needs to be widened between List Rd and Bingaman Rd

Amity:

- (1) Realign intersection of Old Airport Rd and SR 662/Old Swede Rd
- (1) Realign intersection of Weavertown Rd and SR 662/Old Swede Rd
- (1) Realign intersection of SR 662/Old Swede Rd and US 422/Benjamin Franklin Hwy and Church Lane
- (1) Realign and signalize intersection of Tollgate Rd and SR 662/Old Swede Rd (with Nicholson Ave)
- (1) Enforce/readdress speed limits on US 422/Benjamin Franklin Hwy throughout Amity
- (1) Consider better traffic light positioning at intersection of River Bridge Rd and US 422/Benjamin Franklin Hwy as motorists can see the next traffic control light on River Bridge Rd when heading northbound and cross over eastbound US 422 on red, not green

Bern:

- (1) Widening of SR 183 between US 222 and West Leesport Rd is needed to ease congestion and make left hand turns safer. Capacity will be added to SR 183 through Project 117721, which involves the widening of SR 183 to eliminate the narrow section between US 222 and West Leesport Rd.
- (1) Intersection improvements to add capacity through left turn lanes on Palisades Dr/Plum Creek Rd onto SR 183

Bernville:

- (1) Lefthand turns in the Bernville section of SR 183/Bernville Rd are dangerous, need at least one controlled intersection to allow for these movements. Project 120974 is currently studying safety and intersection improvements in the Bernville area.

Bethel:

- (1) The eastbound lanes of I-78 in Bethel Township are in need of repair. The condition of these lanes will be improved through concrete rehabilitation associated with Project 120121, which is included in the current Interstate TIP.

Colebrookdale:

- (2) Repairs needed to the closed bridge on Funk Rd. This bridge will be replaced through Project 10751.

Cumru:

- (4) Merging lane onto US 422 from I-176 needs to be extended. The reconstruction of this interchange will be addressed by the West Shore (US 422) Reconstruction Projects 72814 and 114439.

- (1) Bridge on Church Rd at intersection with SR 625 needs to be widened, as guiderail often gets hit and there are no shoulders. This bridge is included in Project 114378 to be repaired and preserved. This should address the widening and addition of shoulders to this bridge.
- (1) Timing of the light at SR 724/Revere Blvd and Business 222/Lancaster Pike should be reviewed due to congestion on SR 724 at intersection
- (1) Sight line at intersection of Business 222/Lancaster Pike and Hilgert Ave should be reviewed. It was stated that the U-Haul business vehicles block the view of Business 222/Lancaster Pike making it dangerous to turn onto from Hilgert Ave

Douglass:

- (2) Remove median barrier and add center turn lane to accommodate volume of traffic on SR 2022/Ben Franklin Hwy between Quarry Rd and SR 2057/Township Line Rd.
- (1) Improve sight distance by removing/trimming trees in ROW along SR 562/Reading Ave when turning from Douglass Dr.

Exeter:

- (1) Congestion was noted along Business 422/Perkiomen Ave and US 422/Benjamin Franklin Hwy through Exeter. 13 signalized intersections will be upgraded along 422 in Amity and Exeter Townships through Project 110075.
- (1) Repaving needed along US 422/Benjamin Franklin Hwy from end of bypass to SR 345/Center Rd. Project 121057 will cover this area.

Fleetwood:

- (2) State-owned Poor condition bridge on SR 1010/W. Main St by Fleetwood Park needs to be fixed
- (1) Address issue caused by confusing nature of the intersection of SR 662/S. Richmond St and W. Locust Street as the addition of the traffic light at the RR tracks is still causing drivers to stop on the RR tracks to turn left to access businesses when vehicles block this entrance

Hereford:

- (1) Intersection improvements needed at SR 100/Chestnut St and SR 1022/Huffs Church Rd, suggestions include a left turning lane and/or signalization.

Maidencreek:

- (2) Left turn arrow needed to allow turning from US 222/Allentown Pike onto SR 73/Main St/Lake Shore Dr. PennDOT has reviewed this intersection, and traffic does not currently meet left turn arrow warrants.
- (2) Intersection improvements needed at SR 1010/Park Rd and SR 73/Main St to accommodate high volume, left turns, and wide truck turning movements
- (1) Intersection improvements needed at SR 1010/Park Rd and E Wesner Rd
- (1) Intersection improvements needed at US 222/Allentown Pike and SR 1011 Pleasant Hill Rd. Project 61972 includes the construction of a roundabout at this intersection.
- (1) Enforcement and signs needed due to speeding and lack of yielding at US 222/Allentown Pike and Genesis Dr/Tamarack Blvd roundabout

Marion:

- (7) State-owned poor condition bridge on SR 419/N Third St over the Tulpehocken Creek needs to be fixed. Project 91908 involves the bridge replacement including the addition of shoulders to the structure.

- (1) Enforcement needed along Canal Rd and Main St through Stouchsburg due to speeding

Maxatawny:

- (1) Speed limit needs to be reduced from 55MPH along SR 1021/Noble St between Lyons and Kutztown Boroughs
- (2) Congestion and safety issues were noted along US 222/Kutztown Rd between the end of the Kutztown Bypass and SR 1024 Long Lane. Project 90569 which consists of intersection improvements and the construction of a roundabout at Long Lane to improve safety and reduce congestion. Project 97234 includes initiating the preliminary engineering phase for widening US 222 to two lanes in both directions for 3.81 miles between the Kutztown Bypass north to the Berks/Lehigh County Line, which will also address congestion concerns along US 222.
- (1) Consider addition of ramp at northern end of US 222/Kutztown Bypass for northbound traffic that would potentially use this and alleviate congestion turning left from Constitution Blvd onto SR 1029/Main St in Kutztown Borough. Potential to consider evaluation for inclusion in Project 97234.
- (1) Need to fix/repair pipe under Bowers Rd as metal plate on roadway is sinking

Oley:

- (1) Intersection improvements needed at SR 73/Blandon Rd and SR 2023/Friedensburg Rd due to high volume resulting in congestion. Project 10815 is currently in future development aiming to improve this intersection.

Penn:

- (1) Intersection control/improvements needed at SR 183/Bernville Rd and SR 4011/Shartlesville Rd due to high volume and speed of vehicles. Project 120974 is currently studying safety and intersection improvements in the Bernville area.

Perry:

- (1) Enforcement needed due to speeding along Main St between Zweizig Rd and Shoemakersville Borough

Reading:

- (4) The Lancaster Ave Interchange needs to be repaved and redesigned to minimize congestion and increase safety. This issue will be addressed by Project 114439, which is Phase 1 of the West Shore (US 422) Reconstruction. This project will reconstruct the Lancaster Avenue interchange.
- (1) The left turn light at the southern end of the Schuylkill Avenue Bridge/SR 183 over the Schuylkill River should be lengthened to allow vehicles enough time to make the left onto W Windsor St
- (1) Bern St/J003 needs to be repaved between Business 222/Fifth St and SR 61/Centre Ave
- (1) Parking enforcement needed on Cherry St between Sixth St/J001 and Seventh St due to excessive double parking making it difficult to see when crossing Cherry St as a pedestrian and when driving to exit the South Penn Garage
- (1) Repaving needed on Business 222/Fifth St between Penn St/J002 and Walnut St/SR 2012
- (1) The entirety of Reed St (between Buttonwood St and Court St) needs to be repaved
- (1) Interchange improvements/lengthening of on ramp needed at River Rd and SR 12/Warren St Bypass
- (1) Interchange improvements/lengthening of on ramp needed at SR 61/Pottsville Pike and SR 12/Warren St Bypass

Robeson:

- (1) Bridge construction taking very long on Rock Hollow Rd over Hay Creek just north of intersection with SR 2082/Hay Creek Rd leaving this road closed. This issue is currently being addressed by Robeson Township.

Rockland:

- (2) Bridge closed on Smoketown Rd needs to be fixed to reopen Smoketown Rd, this is an inconvenience for the Mennonite Community. Project 116478 involves this bridge replacement.
- (1) Provide a more direct route from the eastern end of SR 2026/Pricetown Rd to SR 1022/Fredericksville Rd so drivers can more easily travel between SR 2026/Pricetown Rd and SR 100/Main St in Hereford Township

Ruscombmanor:

- (1) Houck Road is sagging and cracking due to poor drainage during rain events where water flows under the roadway on the incline

Sinking Spring:

- (1) The entirety of Park Ave needs to be repaved from southern terminus to the northern terminus at US 422/Penn Ave
- (1) Intersection improvements needed for safety at US 422/Penn Ave and Park Ave intersection
- (1) Intersection improvements needed to alleviate congestion at US 422/Penn Ave and SR 724/Shillington Rd and SR 3055/Mull Ave intersection. Project 87688 will realign these intersections to reduce congestion.

Spring:

- (1) Dwight St Bridge over railroad tracks needs to be given priority on list of bridges to repair due to the time added to emergency response and school buses having to find a route around this restricted bridge. Project 10727 is currently in development to restore/replace this bridge.
- (1) Harvard Blvd needs to be repaved from Jefferson Blvd/J050 to SR 724/Revere Blvd. Township street repairs are in progress.

Tilden:

- (1) Need SR 61/ northbound to be resurfaced through Tilden Township. Projects 96373, 10328, and 10867 involve highway resurfacing and restoration in this section.
- (1) Need to fill the joint between the bridge and I-78 in the eastbound lefthand lane between Exits 29 and 30. This was addressed by Project 93494.

Topton:

- (1) Intersection improvements needed at SR 1010/E Weis St and Haas St to accommodate trucks turning from SR 1010 onto Haas St which is the truck route for East Penn Manufacturing/DEKA
- (1) Truck restriction signage needed at intersection of SR 1010/Weis St and S Home Ave as the end of this street is very complicated for trucks to maneuver and has led to property damage and other incidents

Union:

- (1) Resurfacing needed along Hay Creek Rd/SR 2082 between Fire Tower Rd (Robeson Township) and Chapel Rd due to 3 years of utility work

Upper Tulpehocken:

- (1) Intersection improvements needed at SR 183/Bernville Rd and SR 4040/Old Route 22/SR 4018/Main St. This intersection is in the early stages of being studied to determine the best improvement under Project 117719.

West Reading:

- (1) Enforcement needed to reduce speeding throughout the borough especially due to heavy amounts of pedestrians, this includes locations such as S Seventh Ave and Parkside Dr N/J040

Womelsdorf: (Note 44 out of 165 comments)

- (27) High volume of truck traffic on SR 3022/High St, SR 419/N 3rd St/S 2nd St and residential roads within the borough causing roadway damage. Projects 119764 and 122594 are in development to address pavement conditions.
- (10) High volume of truck traffic on SR 3022/High St and SR 419/N 3rd St/S 2nd St causing excessive noise and safety issue to residents as they are on residential roads, through the commercial core of the borough, and near the Elementary School
- (11) Intersection improvements or truck restrictions needed for intersections of SR 3022/High St and SR 419/N 3rd St/S 2nd St as they are not wide enough to easily accommodate truck turning movements causing property damage, trucks on sidewalks in a pedestrian heavy area, and/or congestion
- (3) Enforcement of speeding and brake retarders needed on US 422/Conrad Weiser Pkwy through Womelsdorf Borough with a focus on the hills on either side of SR 3039/Water St
- (1) Enforcement or traffic control at intersection of US 422/Conrad Weiser Pkwy and SR 3002/High St as turning movements from SR 3002/High St often leads to close calls
- (2) Intersection improvements needed at US 422/Conrad Weiser Pkwy and SR 3039/Water St as those turning left onto SR 3039/Water St can more easily be rear ended as the left lane is not designated for turns only and can be used as a passing lane. Turning left onto US 422/Conrad Weiser Pkwy from the northern segment of SR 3039/Water St is also a risk due to the lack of sight distance to the west as vehicles come over the hill at high speeds
- (1) Enforcement needed at US 422/Conrad Weiser Pkwy and SR 419/N 3rd St as many vehicles run this light, left turn arrows for traffic turning onto SR 419/N 3rd St was also suggested
- (1) Intersection improvements needed at US 422/Conrad Weiser Pkwy and SR 419/N 3rd St such as left turn arrows from US 422/Conrad Weiser Pkwy onto SR 419/N 3rd St
- (1) Intersection improvements needed for SR 3022/High St and SR 419/S 2nd St/N 2nd St to accommodate pedestrians such as repainted crosswalks and traffic control to stop or slow vehicles (the Womelsdorf Community Library is located at the NW corner of this intersection)

Wyomissing:

- (2) Intersection improvements needed at Business 422/Penn Ave and SR 3023/State Hill Rd. Project 117620 intersection improvements to reduce congestion and improve safety.
- (3) Improvements needed to the interchanges around the merge of US 222, US 422, and SR 12 which currently experiences congestion and safety issues. Project 110008 involves the addition of an auxiliary lane along US 222 southbound between Paper Mill Rd and the US Routes 222 and 422 Interchanges. The southbound US 222 portion of the project begins where Berkshire Boulevard passes over US 222 and continues around the hard curve to the Paper Mill Road exit. The northbound US 222 portion of the project involves the creation of a corresponding northbound auxiliary lane from the entrance ramp of the State Hill Rd interchange to the US 422 eastbound exit ramp. The additional northbound lane will be created through a combination of minor widening, existing shoulder conversion, minor cross slope adjustments, and rechannelization of the existing lane

configuration. The project also includes concrete patching, bituminous overlay (including portions of the associated ramps), and preventative maintenance to the bridge spanning Crossing Drive in both directions.

STC Survey Active Transportation Results

(11 Issues Identified)

Exeter:

- (2) There is a need for active transportation infrastructure along East Neversink Rd between Business 422/Perkiomen Ave and Trout Run Park/Sports Complex as this corridor is frequented by active transportation users from the residential developments and industries along it accessing businesses at the north end and the park at the south end
- (1) There is a need for active transportation infrastructure along Shelbourne Rd as another residential development is planned without any access to the Shelbourne Square Shopping Center
- (1) There is a need for active transportation infrastructure along Rittenhouse Dr and neighborhood roads surrounding Lorane Elementary School
- (1) There is a need for active transportation infrastructure along Lincoln Dr to allow access between neighborhoods and shopping center/businesses located at Lincoln Rd intersection with US 422/Benjamin Franklin Hwy
- (1) There is a need for active transportation infrastructure along Gibraltar Rd to allow access between neighborhoods and the Exeter Commons Shopping Center to the north and the Exeter Scenic River Trail to the south

Maidencreek:

- (1) Sidewalk gaps need to be filled along SR 73/Main St between Grove Rd and SR 1010/Park Rd

St Lawrence:

- (1) Sidewalk needed to accommodate pedestrians along SR 2034/St Lawrence Ave between Grant St and Business 422/Perkiomen Ave

Topton:

- (1) Sidewalk needed along Elementary School property north side of SR 1010/Weis St between Barkley St and Herbein Dr
- (1) Sidewalk needed along south side of SR 1010/Weis St between Henningsville Rd and Herbein Dr
- (1) Sharrows needed along SR 1010/Weis St through Topton Borough to accommodate local bicyclists in addition to those using PA Bicycle Route L

West Reading:

- (1) Pedestrian safety improvements needed where Third Avenue crosses Business 422/Penn Ave such as better signage for motorists to slow down and be aware of the crossing

STC Survey Public Transportation Results

(3 Issues Identified)

Boyertown:

- (1) Public transit needed into and around Boyertown

Reading:

- (1) Restore rail service between Reading and Philadelphia. The Schuylkill River Passenger Rail Authority (SRPRA) is working with the Federal Railroad Administration (FRA) to plan the restoration of this service.
- (1) Restore bus service between Reading and Harrisburg

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Berks County Planning Commission
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Mohnton, PA 19540

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Copias de los borradores *Draft FFY 2027-2050 Long Range Transportation Plan*, *Draft FFY 2027-2030 Transportation Improvement Program*, *Draft Air Quality Conformity Analysis*, y Draft *Community Demographic Assessment* estarán disponibles para la revision pública a través del internet en la página web de Berks County Planning Commission: **https://www.berkspa.gov/departments/planning-commission**. También se encontrarán copias impresas en Berks County Planning Commission, 400 E. Wyomissing Ave., Mohnton, PA 19540; en BARTA, 1700 N. 11th Street, Reading, PA 19604; y en PennDOT District 5-0, 1002 Hamilton Street, Allentown, PA 18101.

Se celebrarán cuatro (4) reuniones (Public Meetings) para la revisión de los documentos *Draft FFY 2027-2050 Long Range Transportation Plan*, *Draft FFY 2027-2030 Transportation Improvement Program*, *Draft Air Quality Conformity Analysis*, y *Draft Community Demographic Assessment*. Las primeras dos reuniones se llevarán a cabo el martes 7 de abril de 2026, comenzando a la 1:30 p.m., en el primer piso del Conference Room en el Berks County South Campus 400 E. Wyomissing Ave., Mohnton, PA 19540; y el martes 14 de abril de 2026, comenzando a las 6:00 p.m., en el Harvest Room del Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. Estas dos reuniones se celebrarán solo presencialmente. Las próximas dos reuniones se llevarán a cabo solo de manera virtual por medio de Microsoft Teams. Estas últimas dos reuniones se celebrarán el martes 21 de abril de 2026. La primera comenzará a las 11:00 a.m. y la segunda comenzará a las 6:00 p.m. Para

recibir el enlace ("link") para acceder a las reuniones virtuales, debe registrarse previamente (https://arcg.is/0XO4Wy1).

Tanto el Berks County South Campus como el Agricultural Center son accesibles para personas con discapacidades. La ruta BARTA Route #11 llega hasta South Campus. Se ofrecerá servicio de intérprete en español cuando se solicite con un mínimo de noventaiséis (96) horas de anticipación. Los documentos estarán disponibles en diversos lenguajes y formatos si se solicitan con al menos siete (7) días de anticipación a la reunión. Las personas que tengan preguntas, o que necesiten algún acomodo adicional, deberán llamar al 610-478-6300.

Por favor, someta sus comentarios por escrito a: LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Blvd., Ste. D
Mohnton, PA 19540

También puede someter sus comentarios vía correo electrónico a planning@berkspa.gov.

El MPO de Reading, en todos los programas y actividades que administra, está comprometido con el cumplimiento de los estatutos, órdenes ejecutivas, regulaciones y políticas aplicables contra la discriminación. Nos esforzamos por organizar eventos inclusivos y accesibles que les permitan a todas las personas involucrarse y participar plenamente. Para solicitar acomodo razonable o para preguntas sobre accesibilidad, por favor, comuníquese con el coordinador de ADA (ADA/Title VI Coordinator) al (610) 478-6300 o al enlace planning@berkspa.gov con al menos 72 horas de anticipación al evento programado. El MPO intentará conceder, si fuese posible, las peticiones que se soliciten con menos de 72 horas.

Si usted considera que se le han negado oportunidades para participar, o considera que se le ha discriminado contra las bases de la Ley ADA/Disability, Title VI, u otra disposición cubierta contra la discriminación, usted podrá radicar una querella/queja usando los procedimientos establecidos en nuestro documento complaint process document o mediante comunicación con el coordinador de ADA (ADA/Title VI Coordinator) al (610) 478-6300 o al enlace planning@berkspa.gov o a la dirección que aparece arriba.

Hawaii's worst flooding in 20 years threatens dam, prompts evacuations as more rain looms

By Jennifer Sinco Kelleher and Audrey Mcavoy
THE ASSOCIATED PRESS

HONOLULU — As Hawaii endures its worst flooding in more than 20 years, officials are urging people in hard-hit areas to "LEAVE NOW." The warning early Saturday came after heavy rains fell on soil already saturated by downpours from a winter storm a week ago. Still more rain was expected during the weekend, officials said.

Muddy floodwaters smothered vast stretches of Oahu's North Shore, a community world-renowned for its big-wave surfing. Raging waters lifted homes and cars and prompted evacuation orders for 5,500 people north of Honolulu. Authorities cautioned that a 120-year-old dam could fail. The National Weather Service issued a flash flood warning early Saturday with light to moderate showers expected to turn heavy in some places.

Gov. Josh Green said the cost of the storm could top $1 billion, including damage to airports, schools, roads, people's homes and a Maui hospital in Kula.

"This is going to have a very serious consequence for us as a state," Green said at a news conference.

Most of the state was under a flood watch, with Haleiwa and Waialua in northern Oahu under a flash flood warning, according to the National Weather Service.

"Residents in the Waialua area are strongly urged to LEAVE NOW," an emergency alert said early Saturday. "The remaining access road out of Waialua is at high risk of failure if rainfall continues."

Green said his chief of staff spoke to the White House and received assurances the islands would have federal support.

MOST SERIOUS FLOODING SINCE 2004

No deaths were reported and no one was unaccounted for. More than 200 people have been rescued, officials said. About 10 people were taken to a hospital with hypothermia, he said.

Flooding covers a residential neighborhood Friday in Waialua, Hawaii. **(AP PHOTO/MENGSHIN LIN)**

Crews searched by air and by water for people who had been stranded — efforts that were hampered by people flying personal drones to get images of the flooding, said Ian Scheuring, a spokesperson for Honolulu.

The National Guard and Honolulu Fire Department airlifted 72 children and adults who had been attending a spring break youth camp at a retreat on Oahu's west coast called Our Lady of Kea'au, according to city and camp officials. The camp is on high ground but authorities didn't want to leave them there, the mayor said.

Green said the flooding was the state's most serious since 2004 floods in Manoa inundated homes and a University of Hawaii library.

Dozens — if not hundreds — of homes were damaged Friday but officials haven't been able to fully assess the destruction, Honolulu Mayor Rick Blangiardi said. Some 5,500 people were under evacuation orders.

"There's no question that the damage done thus far has been catastrophic," he said.

Officials blamed some of the devastation on the sheer amount of rain that fell in a short amount of time on saturated land. Parts of Oahu received 8 to 12 inches of rain overnight. Kaala, the island's highest peak, got nearly 16 inches (40 cm) in the past day, the National Weather Service said.

More rain was expected: Blangiardi said 6 to 8 inches of rain was forecast to fall on Oahu in the next two to three days.

Winter storm systems known as "Kona lows," which feature southerly or southwesterly winds that bring in moisture-laden air, were responsible for the deluges in the past two weeks. The intensity and frequency of heavy rains in Hawaii have increased amid human-caused global warming, experts say.

EYES ON AN AGING DAM

Officials have been closely watching the Wahiawa dam, which has been vulnerable for decades, saying it was "at risk of imminent failure."

Water levels in the dam — about 17 miles northwest of Honolulu, on the island of Oahu — receded by late Friday but that could change if more rain falls.

Overnight into Friday, the dam went from 79 feet to 84 feet — just 6 feet shy of what it can handle, authorities said. After peaking at more than 85 feet, the water level had dropped by early Saturday to 81.5 feet, according to the U.S. Geological Survey.

As she prepared to evacuate to a friend's home on higher ground, Waialua resident Kathleen Pahinui told The Associated Press in a phone interview that the aging dam is a concern every time it rains.

"Just pray for us," she said. "We understand there's more rain coming."

The state has said Wahiawa dam has "high hazard potential," and that a failure "will result in probable loss of human life."

The earthen dam was built in 1906 to increase sugar production for the Waialua Agricultural Company, which eventually became a subsidiary of Dole Food Company. It was reconstructed following a collapse in 1921.

The state has sent Dole four notices of deficiency about the dam since 2009 and five years ago fined the company $20,000 for failing to address safety deficiencies on time, according to records.

Afterward, Dole proposed to donate the dam, reservoir and ditch system to the state in exchange for the state's agreement to repair the spillway to meet and maintain dam safety standards.

The state passed legislation in 2023 authorizing the dam's acquisition. It also provided $5 million to buy the spillway and $21 million to repair and expand it to comply with dam safety requirements. But the transfer has not been completed. A state board is due to vote on the acquisition this week.

"The dam continues to operate as designed with no indications of damage," Dole said in an emailed statement.

The state regulates 132 dams across Hawaii, most of them built as part of irrigation systems for the sugar cane industry, according to a 2019 infrastructure report by the American Society of Civil Engineers.

Associated Press writer Hallie Golden contributed to this report from Seattle.

Debris from a storm-damaged house sits against a bridge along Kaukonahua Stream Friday, damage, caused by flooding from severe rains in Waialua, Hawaii. **(AP PHOTO/MENGSHIN LIN)**

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Sandwiches · Luscious Desserts
Easter Sale
ONE DAY ONLY,
Saturday, March 28
Sale Hours: 9am to 4pm
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Ready-To-Indulge Desserts
Big Carrot Cake $14
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Fruity Cereal Treat Bar $5
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Se celebrarán cuatro (4) reuniones (Public Meetings) para la revisión de los documentos Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, y Draft Community Demographic Assessment. Las primeras dos reuniones se llevarán a cabo el martes 7 de abril de 2026, comenzando a la 1:30 p.m., en el primer piso del Conference Room en el Berks County South Campus 400 E. Wyomissing Ave., Mohnton, PA 19540; y el martes 14 de abril de 2026, comenzando a las 6:00 p.m., en el Harvest Room del Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. Estas dos reuniones se celebrarán solo presencialmente. Las próximas dos reuniones se llevarán a cabo solo de manera virtual por medio de Microsoft Teams. Estas últimas dos reuniones se celebrarán el martes 21 de abril de 2026. La primera comenzará a las 11:00 a.m. y la segunda comenzará a las 6:00 p.m. Para recibir el enlace ("link") para acceder a las reuniones virtuales, debe registrarse previamente [https://arcg.is/0XO4Wy1].

Tanto el Berks County South Campus como el Agricultural Center son accesibles para personas con discapacidades. La ruta BARTA Route #11 llega hasta South Campus. Se ofrecerá servicio de intérprete en español cuando se solicite con un mínimo de noventaiséis (96) horas de anticipación. Los documentos estarán disponibles en diversos lenguajes y formatos si se solicitan con al menos siete (7) días de anticipación a la reunión. Las personas que tengan preguntas, o que necesiten algún acomodo adicional, deberán llamar al 610-478-6300.

Por favor, someta sus comentarios por escrito a: LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Blvd., Ste. D
Mohnton, PA 19540

También puede someter sus comentarios vía correo electrónico a planning@berkspa.gov.

El MPO de Reading, en todos los programas y actividades que administra, está comprometido con el cumplimiento de los estatutos, órdenes ejecutivas, regulaciones y políticas aplicables contra la discriminación. Nos esforzamos por organizar eventos inclusivos y accesibles que les permitan a todas las personas involucrarse y participar plenamente. Para solicitar acomodo razonable o para preguntas sobre accesibilidad, por favor, comuníquese con el coordinador de ADA/ADA/Title VI Coordinator) al (610) 478-6300 o al enlace planning@berkspa.gov con al menos 72 horas de anticipación al evento programado. El MPO intentará conceder, si fuese posible, las peticiones que se soliciten con menos de 72 horas.

Si usted considera que se le han negado oportunidades para participar, o considera que se le ha discriminado contra las bases de la Ley ADA/Disability, Title VI, u otra disposición cubierta contra la discriminación, usted podrá radicar una querella/queja usando los procedimientos establecidos en nuestro documento complaint process document o mediante comunicación con el coordinador de ADA (ADA/Title VI Coordinator) al (610) 478-6300 o al enlace planning@berkspa.gov o a la dirección que aparece arriba.

PUBLIC NOTICE

READING AREA TRANSPORTATION STUDY
PUBLIC REVIEW AND COMMENT OPPORTUNITY
DRAFT FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN
DRAFT FFY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM,
DRAFT AIR QUALITY CONFORMITY ANALYSIS,
AND
DRAFT COMMUNITY DEMOGRAPHIC ASSESSMENT

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County. The Long Range Transportation Plan provides detailed background materials on Berks County's land use, demographics, and transportation system and makes recommendations for addressing deficiencies and new issues. The Transportation Improvement Program serves as a capital budget and provides details on transportation projects to be undertaken over the next four (4) years. Comments will be accepted beginning Sunday, March 22, 2026, through the close of business on Friday, April 24, 2026.

Copies of the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment are available for public review online at the Berks County Planning Commission's web page at **https://www.berkspa.gov/departments/planning-commission** and in print at the Berks County Planning Commission, 400 E. Wyomissing Ave., Mohnton, PA 19540; BARTA, 1700 N. 11th Street, Reading, PA 19604; and PennDOT District 5-0, 1002 Hamilton Street, Allentown, PA 18101.

Four (4) Public Meetings to review the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment will be held. The first two will be: Tuesday, April 7, 2026, beginning at 1:30 p.m., in the first floor Conference Room at the Berks County South Campus, 400 E. Wyomissing Ave., Mohnton, PA 19540; and Tuesday, April 14, 2026, beginning at 6:00 p.m., in the Harvest Room at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. These two meetings will be conducted in-person only. The following two meetings will both be conducted virtually-only using Microsoft Teams. Both meetings will be on Tuesday April 21, 2026, the first meeting beginning at 11:00 a.m. and the second meeting beginning at 6:00 p.m. Registration is required to receive the link to participate in the virtual meetings **(https://arcg.is/0XO4Wy1)**.

The Berks County South Campus and Agricultural Center are handicapped accessible. The South Campus is served by BARTA Route #11. Spanish language interpretation services will be provided with a minimum of ninety-six (96) hours prior notice. These documents will be made available in alternative languages or formats if requested no less than seven (7) days prior to the meetings. Persons requiring additional accommodation or with questions should call 610-478-6300.

Please submit written comments to: LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Blvd., Ste. D
Mohnton, PA 19540

Comments may also be emailed to planning@berkspa.gov

The Reading MPO is committed to compliance with nondiscrimination statutes, executive orders, regulations, and policies applicable to the programs and activities it administers. We strive to host accessible events that enable all individuals to engage and participate fully. To request accommodation or for inquiries about accessibility, please contact the ADA/Title VI Coordinator at (610) 478-6300 or planning@berkspa.gov at least 72 hours before the scheduled event. The MPO will attempt to honor requests made after this time as it is able.

If you believe you have been denied participation opportunities, or otherwise discriminated against based on ADA/Disability, Title VI, or another covered nondiscriminatory basis, you may file a complaint using the procedures provided in our complaint process document or by contacting the ADA/TITLE VI Coordinator at (610) 478-6300, at planning@berkspa.gov or at the address listed above.

AVISO PÚBLICO

READING AREA TRANSPORTATION STUDY / ESTUDIO DE TRANSPORTE DEL ÁREA DE READING
PUBLIC REVIEW AND COMMENT OPPORTUNITY / OPORTUNIDAD PARA REVISIÓN Y COMENTARIOS DEL PÚBLICO,
DRAFT FFY 2027-2050 LONG RANGE TRANSPORTATION PLAN / BORRADOR DEL PLAN DE TRANSPORTE A LARGO PLAZO FFY 2027-2050,
DRAFT FFY 2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM / BORRADOR DEL PROGRAMA DE MEJORAS DE TRANSPORTE FFY 2027-2030,
DRAFT AIR QUALITY CONFORMITY ANALYSIS / BORRADOR DEL ANÁLISIS DE CONFORMIDAD DE CALIDAD DEL AIRE AND / Y
DRAFT COMMUNITY DEMOGRAPHIC ASSESSMENT / BORRADOR DE LA EVALUACIÓN DEMOGRÁFICA COMUNITARIA

El Reading Area Transportation Study Coordinating Committee (Comité de Coordinación del Estudio de Transporte del Área de Reading) anuncia la disponibilidad para que los ciudadanos, gobiernos locales y organizaciones interesadas revisen y comenten sobre los siguientes documentos: Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, y el Draft Community Demographic Assessment para Berks County. Estos son documentos de planificación que enumeran diversos proyectos de transporte por carreteras, de transporte público y de transporte fuera de carreteras, así como esfuerzos de planificación en Berks County. El Long Range Transportation Plan ofrece documentación detallada de antecedentes sobre el uso del suelo, de la demografía y del sistema de transporte de Berks County. Además, presenta recomendaciones para atender deficiencias y nuevos asuntos. El Transportation Improvement Program funciona como un presupuesto de capital y provee detalles sobre los proyectos de transporte que se llevarán a cabo durante los próximos cuatro (4) años. Recibiremos comentarios desde el domingo 22 de marzo de 2026 hasta el cierre de operaciones el viernes 24 de abril de 2026.

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Por favor, someta sus comentarios por escrito a: LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Blvd., Ste. D
Mohnton, PA 19540

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From: Piper, Alan
To: Piper, Alan
Subject: Opportunity for Public Comment - Reading Area Transportation Study Long Range Transportation Plan and Transportation Improvement Program
Date: Monday, March 23, 2026 1:28:34 PM
Attachments: LRTP TIP Flyer.pdf
image001.png
image003.png
image007.png
image008.png

Good afternoon.

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: **the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment** for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County. The Long Range Transportation Plan provides detailed background materials on Berks County's land use, demographics, and transportation system and makes recommendations for addressing deficiencies and new issues. The Transportation Improvement Program serves as a capital budget and provides details on transportation projects to be undertaken over the next four (4) years.

The public review and comment period began yesterday, March 22, 2026, with an Advertisement in the Reading Eagle and extends through April 24, 2026. (English) (Espanol)

The attached flyer provides the information below and includes a link to the Berks County Planning Commission website where the documents can be accessed and viewed online (https://bit.ly/RATS-CommentPeriod).

There will be four public meetings held during this period to review the plans and accept comments:

- In Person - Tuesday, April 7 beginning at 1:30PM in the first floor Conference Room at Berks County South Campus (400 E. Wyomissing Ave., Mohnton, PA 19540)
- In Person – Tuesday, April 14 beginning at 6:00PM in the Harvest Room at the Berks County Agricultural Center (1238 County Welfare Road, Leesport, PA 19533)
- Virtual – Tuesday, April 21 beginning at 11:00AM using Microsoft Teams*
- Virtual – Tuesday, April 21 beginning at 6:00PM using Microsoft Teams*

*Registration is required to receive the link to participate in the virtual meetings (https://arcg.is/0XO4Wy1)

Comments may also be submitted in writing to:

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Blvd., Ste. D
Mohnton, PA 19540

Or emailed to: planning@berkspa.gov

SENT TO:

- **READING AREA TRANSPORTATION STUDY MAIL LIST**
- **LEGISLATORS (PA AND U.S.)**
- **RATS COORDINATING/TECHNICAL COMMITTEES, ALTERNATES, AND STAFF**
- **BERKS COUNTY COMMISSIONERS, COO STAFF, PUBLIC RELATIONS DEPARTMENT, ECONOMIC DEVELOPMENT DIRECTOR, BERKS COUNTY PLANNING COMMISSION DIRECTOR, BERKS COUNTY EMPLOYEES**
- **LRTP STEERING COMMITTEE MEMBERS**
- **HUMAN SERVICES MAIL LIST**
- **FREIGHT CONTACTS MAIL LIST**
- **BERKS COUNTY MUNICIPALITIES**
- **BERKS COUNTY PLANNING COMMISSION BOARD MEMBERS**
- **SCHOOL DISTRICTS MAIL LIST**
- **BICYCLE AND PEDESTRIAN MAIL LIST**
- **BERKS COUNTY LIBRARIES**

Please feel free to share this information with your contacts.

Thank you!

Alan Piper | Planner III - Transportation
Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2, Mohnton, PA 19540
Phone: 610-478-6300 ext. 6313

Email: Apiper@berkspa.gov
Web: www.berkspa.gov/planning

This message and the attachment(s) are intended for the use of the individual or entity to whom it is addressed and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any retention, use, dissemination, distribution or copying of this communication including attachments is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone or reply to the original message at the above address and then delete all copies of the message.

Thank you.

From: Golembiewski, Michael
To: [redacted]
Cc: Golembiewski, Michael
Subject: Public Review and Comment Period, Reading (PA) Area Transportation Study
Date: Friday, March 20, 2026 1:02:57 PM
Attachments: image001.png
image002.png
image003.png

[redacted] Tribal President
Delaware Nation, Oklahoma
[redacted]

Re: Reading Metropolitan Planning Organization (MPO)
Draft Federal Fiscal Year (FFY) 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program (TIP), *Draft Air Quality Conformity Analysis*, and *Draft Community Demographic Assessment*, 30-day Public Comment Period – March 22, 2026 through April 24, 2026

Dear Tribal President [redacted]

Greetings to you. With respect to the special status of Federally Recognized Tribes and Nations, the purpose of this letter is to provide you with notice of the 30-Day Public Comment Period for the draft *FFY 2027-2050 Long Range Transportation Plan (LRTP)*, *draft FFY 2027-2030 Transportation Improvement Program (TIP)*, *draft Air Quality Conformity Analysis*, and the *draft Community Demographic Analysis*, per the Federal Highway Administration's regulations, 23 CFR §450.316. With this letter, the Reading MPO would like to formally extend to the Delaware Nation, Oklahoma an invitation to contribute comments from March 22, 2026 through April 24, 2026.

Four (4) Public Meetings to review the *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis,* and the *Draft Community Demographic Assessment* will be held. The first two will be: Tuesday, April 7, 2026, beginning at 1:30 p.m., in the first floor Conference Room at the Berks County South Campus, 400 E. Wyomissing Ave., Mohnton, PA 19540; and Tuesday, April 14, 2026, beginning at 6:00 p.m., in the Harvest Room at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. These two meetings will be conducted in-person only. The following two meetings will both be conducted virtually-only using Microsoft Teams. Both meetings will be on Tuesday April 21, 2026, the first meeting beginning at 11:00 a.m. and the second meeting beginning at 6:00 p.m. **Registration is required to receive the link to participate in the virtual meetings (https://arcg.is/0XO4Wy1).**

The LRTP is the region's plan for transportation projects through 2050. It serves as a guide to the needs and desires for transportation improvements in Berks County. The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. When these projects advance past the planning phase of project development, you will be consulted during the Section 106 of National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) consultation process consistent with Pennsylvania Department of Transportation (PennDOT) and the Federal Highway Administration (FHWA) policy. This project-specific outreach during Section 106 and NEPA consultation

SENT TO NATIVE AMERICAN TRIBES:

- **DELAWARE NATION, OKLAHOMA (TRIBAL PRESIDENT, THPO, DIRECTOR)**
- **DELAWARE TRIBE OF INDIANS (CHIEF, THPO, GIS SPECIALIST)**
- **EASTERN SHAWNEE TRIBE OF OKLAHOMA (CHIEF, THPO)**
- **ONONDAGA (CHIEF)**
- **SHAWNEE TRIBE (TRIBAL ADMINISTRATOR, THPO)**

will occur regardless of your participation in the TIP Public Comment Period. Links to the documents provided for public comment are below and include:

- Draft FFY 2027-2050 Long Range Transportation Plan (LRTP)
- Draft FFY 2027-2030 Transportation Improvement Program (TIP)
- DRAFT TIP and LRTP Appendix
- Draft Air Quality Conformity Analysis
- Draft Community Demographic Analysis

These documents can also be accessed electronically at https://www.berkspa.gov/departments/planning-commission.

If you wish to provide comments on the draft *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program* and other related documents, please provide comments to:

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Ave., Box 2
Mohnton, PA 19540

A link to the Public Notice and Meeting information for the draft FFY 2027-2050 LRTP, draft FFY 2027-2030 TIP, and related documents is also included above. Following the LRTP/TIP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the TIP documents to better facilitate the value of these documents to address your needs and others that may need an enhancement for the consultation efforts, please contact Alan D. Piper, Transportation Planner III, at the address listed above or by telephone (610-478-6300 Ext. 6313), or email (apiper@berkspa.gov).

Sincerely,

Ashley Showers
Executive Director

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
400 E WYOMISSING AVE BOX 2, MOHNTON, PA 19540
Phone: 610-478-6300 ext. 6304

Email: mgolembiewski@berkspa.gov
Web: https://www.berkspa.gov/departments/planning-commission

From: Golembiewski, Michael
To: [redacted]
Cc: Golembiewski, Michael
Subject: Public Review and Comment Period, Reading (PA) Area Transportation Study
Date: Friday, March 20, 2026 1:50:58 PM
Attachments: image001.png
image002.png
image003.png

Re: Reading Metropolitan Planning Organization (MPO)
Draft Federal Fiscal Year (FFY) 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program (TIP), *Draft Air Quality Conformity Analysis*, and *Draft Community Demographic Assessment*, 30-day Public Comment Period – March 22, 2026 through April 24, 2026

Dear Mr. Jones:

The purpose of this letter is to provide you with notice of the 30-Day Public Comment Period for the draft *FFY 2027-2050 Long Range Transportation Plan (LRTP)*, *draft FFY 2027-2030 Transportation Improvement Program (TIP),* *draft Air Quality Conformity Analysis,* and the *draft Community Demographic Analysis*, per the Federal Highway Administration's regulations that encourage coordination with Federal Land Management Agencies. With this letter, the Reading MPO would like to formally extend to the National Park Service, Hopewell Village National Historic Site, an invitation to contribute comments from March 22, 2026 through April 24, 2026.

Four (4) Public Meetings to review the *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis,* and the *Draft Community Demographic Assessment* will be held. The first two will be: Tuesday, April 7, 2026, beginning at 1:30 p.m., in the first floor Conference Room at the Berks County South Campus, 400 E. Wyomissing Ave., Mohnton, PA 19540; and Tuesday, April 14, 2026, beginning at 6:00 p.m., in the Harvest Room at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. These two meetings will be conducted in-person only. The following two meetings will both be conducted virtually-only using Microsoft Teams. Both meetings will be on Tuesday April 21, 2026, the first meeting beginning at 11:00 a.m. and the second meeting beginning at 6:00 p.m. **Registration is required to receive the link to participate in the virtual meetings (https://arcg.is/0XO4Wy1).**

The LRTP is the region's plan for transportation projects through 2050. It serves as a guide to the needs and desires for transportation improvements in Berks County. The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. Links to the documents provided for public comment are below and include:

- Draft FFY 2027-2050 Long Range Transportation Plan (LRTP)
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- DRAFT TIP and LRTP Appendix
- Draft Air Quality Conformity Analysis
- Draft Community Demographic Analysis

These documents can also be accessed electronically at https://www.berkspa.gov/departments/planning-commission.

If you wish to provide comments on the draft *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program* and other related documents, please provide comments to:

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Ave., Box 2
Mohnton, PA 19540

A link to the Public Notice and Meeting information for the draft FFY 2027-2050 LRTP, draft FFY 2027-2030 TIP, and related documents is also included above. Following the LRTP/TIP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the TIP documents to better facilitate the value of these documents to address your needs and others that may need an enhancement for the consultation efforts, please contact Alan D. Piper, Transportation Planner III, at the address listed above or by telephone (610-478-6300 Ext. 6313), or email (apiper@berkspa.gov).

Sincerely,

Ashley Showers
Executive Director

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
400 E WYOMISSING AVE BOX 2, MOHNTON, PA 19540
Phone: 610-478-6300 ext. 6304

Email: mgolembiewski@berkspa.gov
Web: https://www.berkspa.gov/departments/planning-commission

From: Golembiewski, Michael
To: [redacted]
Cc: Golembiewski, Michael
Subject: Public Review and Comment Period, Reading (PA) Area Transportation Study
Date: Friday, March 20, 2026 1:50:58 PM
Attachments: image001.png
image002.png
image003.png

Re: Reading Metropolitan Planning Organization (MPO)
Draft Federal Fiscal Year (FFY) 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program (TIP), *Draft Air Quality Conformity Analysis*, and *Draft Community Demographic Assessment*, 30-day Public Comment Period – March 22, 2026 through April 24, 2026

Dear Mr. Piscanio and Mr. Eckert:

The purpose of this letter is to provide you with notice of the 30-Day Public Comment Period for the draft *FFY 2027-2050 Long Range Transportation Plan (LRTP)*, *draft FFY 2027-2030 Transportation Improvement Program (TIP),* *draft Air Quality Conformity Analysis,* and the *draft Community Demographic Analysis*, per the Federal Highway Administration's regulations that encourage coordination with Federal Land Management Agencies. With this letter, the Reading MPO would like to formally extend to the US Army Corps of Engineers, Blue Marsh Lake, an invitation to contribute comments from March 22, 2026 through April 24, 2026.

Four (4) Public Meetings to review the *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis,* and the *Draft Community Demographic Assessment* will be held. The first two will be: Tuesday, April 7, 2026, beginning at 1:30 p.m., in the first floor Conference Room at the Berks County South Campus, 400 E. Wyomissing Ave., Mohnton, PA 19540; and Tuesday, April 14, 2026, beginning at 6:00 p.m., in the Harvest Room at the Berks County Agricultural Center, 1238 County Welfare Road, Leesport, PA 19533. These two meetings will be conducted in-person only. The following two meetings will both be conducted virtually-only using Microsoft Teams. Both meetings will be on Tuesday April 21, 2026, the first meeting beginning at 11:00 a.m. and the second meeting beginning at 6:00 p.m. **Registration is required to receive the link to participate in the virtual meetings (https://arcg.is/0XO4Wy1).**

The LRTP is the region's plan for transportation projects through 2050. It serves as a guide to the needs and desires for transportation improvements in Berks County. The TIP, also known as a short-range plan, includes all transportation projects in the regional planning area that anticipate using federal transportation funding within the four-year period. Links to the documents provided for public comment are below and include:

- Draft FFY 2027-2050 Long Range Transportation Plan (LRTP)
- Draft FFY 2027-2030 Transportation Improvement Program (TIP)
- DRAFT TIP and LRTP Appendix
- Draft Air Quality Conformity Analysis
- Draft Community Demographic Analysis

These documents can also be accessed electronically at https://www.berkspa.gov/departments/planning-commission.

If you wish to provide comments on the draft *Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program* and other related documents, please provide comments to:

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Ave., Box 2
Mohnton, PA 19540

A link to the Public Notice and Meeting information for the draft FFY 2027-2050 LRTP, draft FFY 2027-2030 TIP, and related documents is also included above. Following the LRTP/TIP Public Comment Period, all comments and questions will be taken into consideration. A full summary of the process, comments and responses will be made available upon request.

If you have questions about a specific project or wish to propose changes to the TIP documents to better facilitate the value of these documents to address your needs and others that may need an enhancement for the consultation efforts, please contact Alan D. Piper, Transportation Planner III, at the address listed above or by telephone (610-478-6300 Ext. 6313), or email (apiper@berkspa.gov).

Sincerely,

Ashley Showers
Executive Director

Michael D. Golembiewski | Transportation Modeler
Berks County Planning Commission
400 E WYOMISSING AVE BOX 2, MOHNTON, PA 19540
Phone: 610-478-6300 ext. 6304

Email: mgolembiewski@berkspa.gov
Web: https://www.berkspa.gov/departments/planning-commission

READING AREA TRANSPORTATION STUDY
PUBLIC REVIEW AND COMMENT OPPORTUNITY

DRAFT FFY 2027–2050 LONG RANGE TRANSPORTATION PLAN
DRAFT FFY 2027–2030 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT AIR QUALITY CONFORMITY ANALYSIS
DRAFT COMMUNITY DEMOGRAPHIC ASSESSMENT

The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: **the Draft FFY 2027–2050 Long Range Transportation Plan, Draft FFY 2027–2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment** for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County. The Long Range Transportation Plan provides detailed background materials on Berks County's land use, demographics, and transportation system and makes recommendations for addressing deficiencies and new issues. The Transportation Improvement Program serves as a capital budget and provides details on transportation projects to be undertaken over the next four (4) years.

FOUR PUBLIC MEETINGS TO REVIEW THE DRAFT DOCUMENTS WILL BE HELD:

TUESDAY, APRIL 7, 2026 | IN-PERSON: 1:30PM
First Floor Conference Room
Berks County South Campus
400 E. Wyomissing Avenue, Mohnton, PA 19540

TUESDAY, APRIL 14, 2026 | IN-PERSON: 6:00PM
Harvest Room at Berks County Agricultural Center
1238 County Welfare Road, Leesport, PA 19533

2 VIRTUAL MEETINGS
TUESDAY, APRIL 21, 2026
11:00AM AND 6:00PM
using Microsoft Teams*

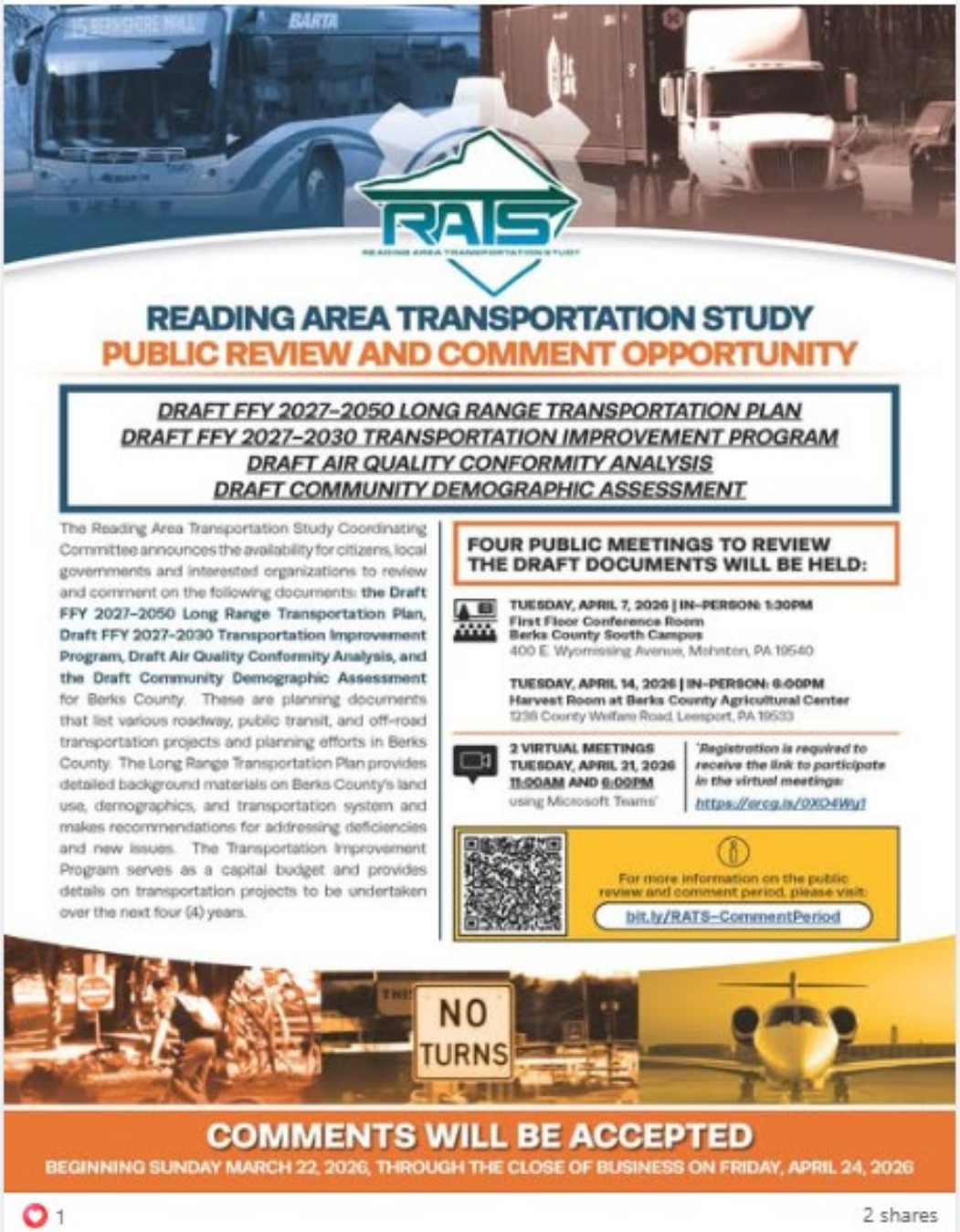
**Registration is required to receive the link to participate in the virtual meetings:*
https://arcg.is/0XO4Wy1

For more information on the public review and comment period, please visit:
bit.ly/RATS-CommentPeriod

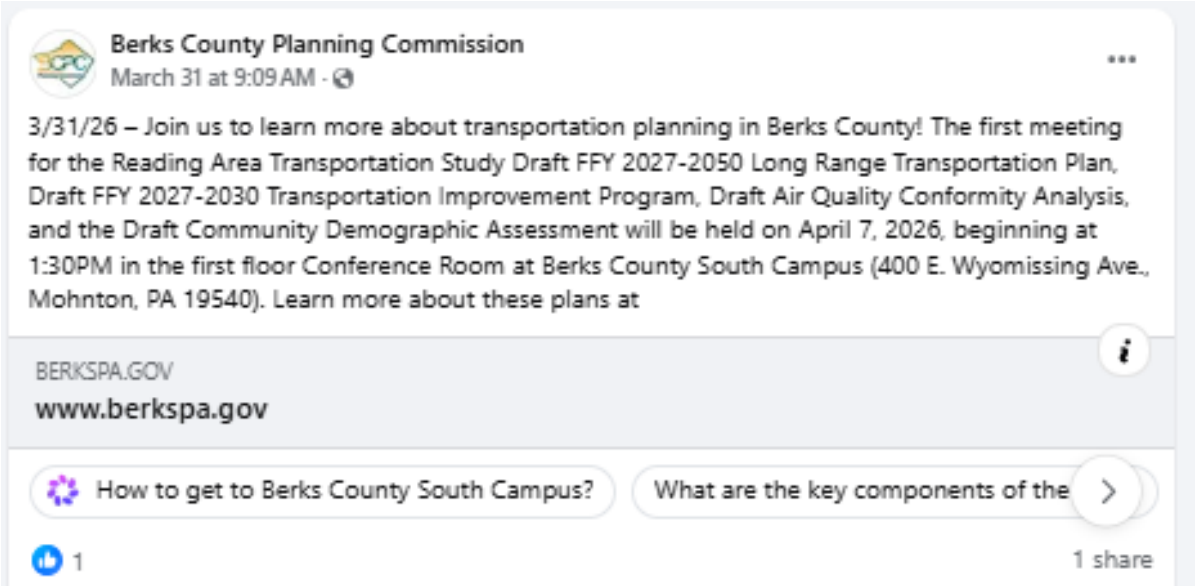
COMMENTS WILL BE ACCEPTED
BEGINNING SUNDAY MARCH 22, 2026, THROUGH THE CLOSE OF BUSINESS ON FRIDAY, APRIL 24, 2026

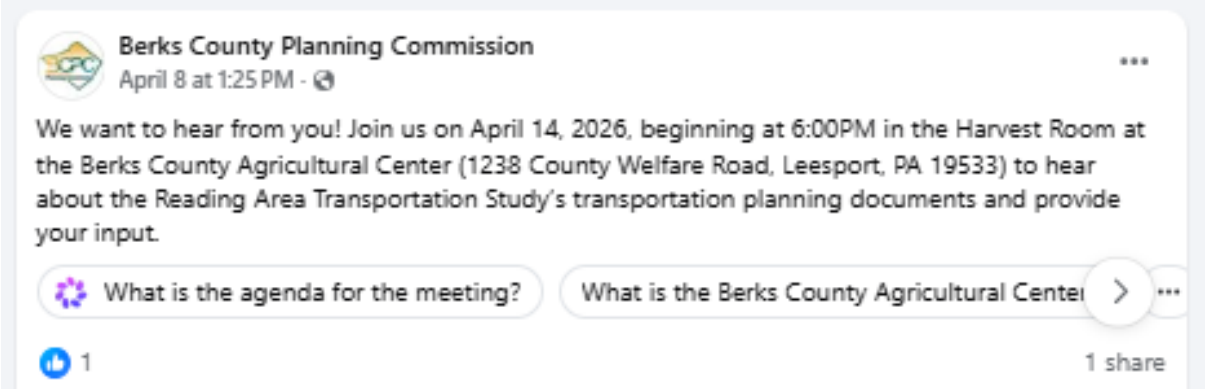
Berks County Planning Commission
March 24 ·

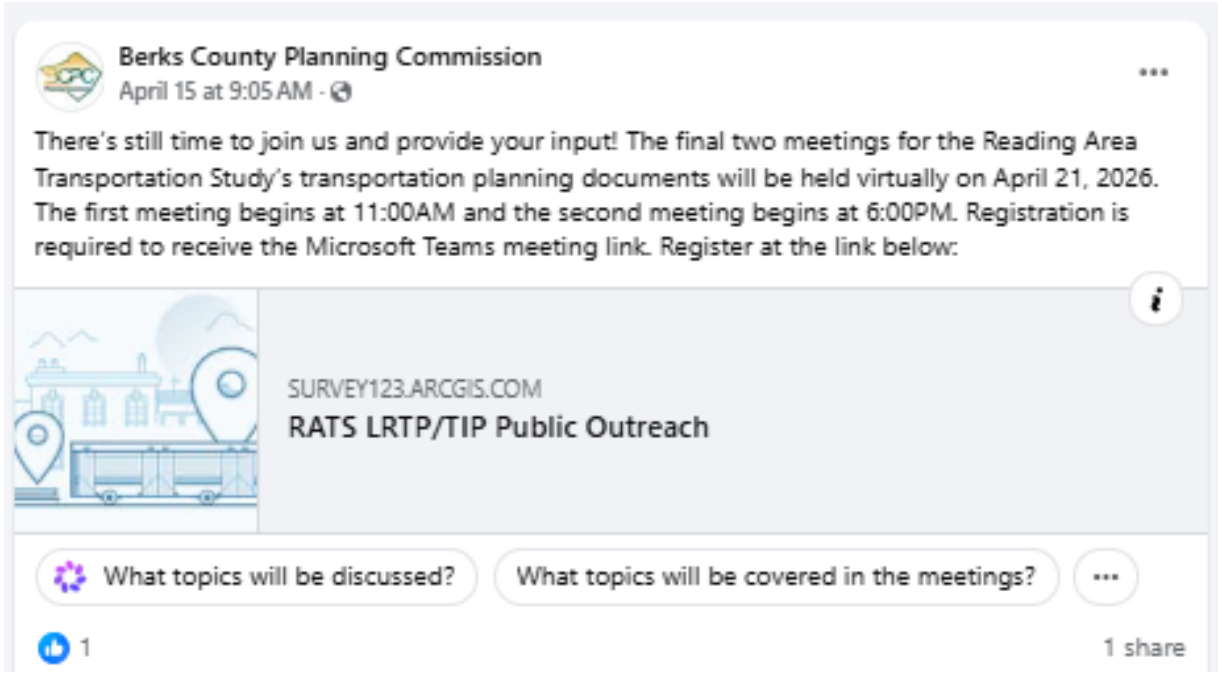
Opportunity for Public Comment! The Reading Area Transportation Study Coordinating Committee announces the availability for citizens, local governments and interested organizations to review and comment on the following documents: the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment for Berks County. These are planning documents that list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County. Join us at one of our 4 public meetings in April 2026! See the attached flyer for more information, and visit the following link below to view the draft and comment: https://www.berkspa.gov/.../LegalAd_PublicNotice_EN.pdf

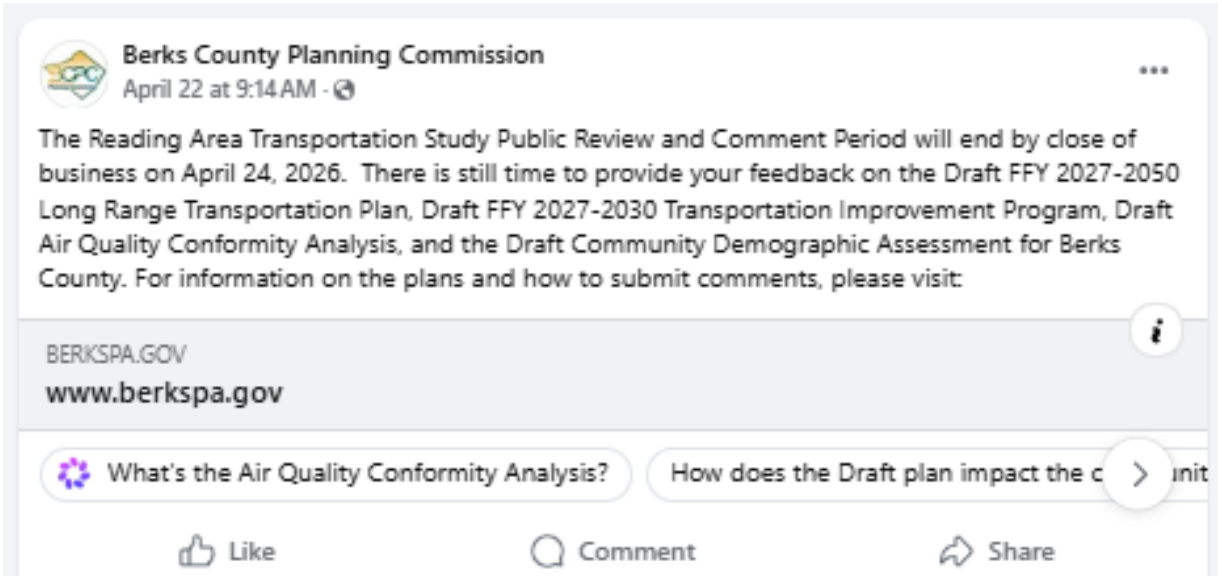


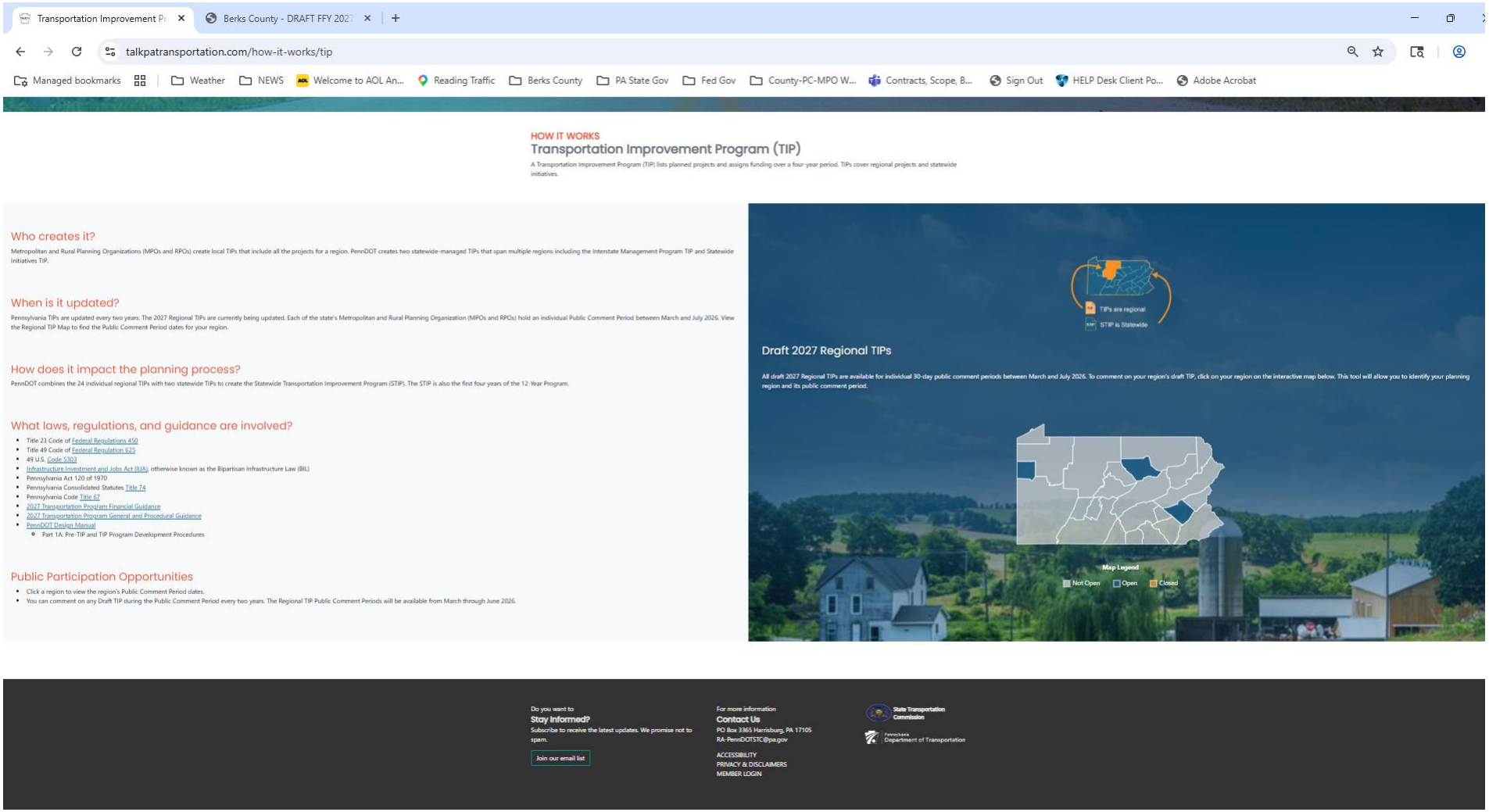
1 2 shares


Berks County Planning Commission
March 31 at 9:09 AM
3/31/26 – Join us to learn more about transportation planning in Berks County! The first meeting for the Reading Area Transportation Study Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment will be held on April 7, 2026, beginning at 1:30PM in the first floor Conference Room at Berks County South Campus (400 E. Wyomissing Ave., Mohnton, PA 19540). Learn more about these plans at
BERKSPA.GOV
www.berkspa.gov
How to get to Berks County South Campus?
What are the key components of the
1
1 share


Berks County Planning Commission
April 8 at 1:25 PM
We want to hear from you! Join us on April 14, 2026, beginning at 6:00PM in the Harvest Room at the Berks County Agricultural Center (1238 County Welfare Road, Leesport, PA 19533) to hear about the Reading Area Transportation Study's transportation planning documents and provide your input.
What is the agenda for the meeting?
What is the Berks County Agricultural Center
1
1 share


Berks County Planning Commission
April 15 at 9:05 AM
There's still time to join us and provide your input! The final two meetings for the Reading Area Transportation Study's transportation planning documents will be held virtually on April 21, 2026. The first meeting begins at 11:00AM and the second meeting begins at 6:00PM. Registration is required to receive the Microsoft Teams meeting link. Register at the link below:
SURVEY123.ARCGIS.COM
RATS LRTP/TIP Public Outreach
What topics will be discussed?
What topics will be covered in the meetings?
1
1 share


Berks County Planning Commission
April 22 at 9:14 AM
The Reading Area Transportation Study Public Review and Comment Period will end by close of business on April 24, 2026. There is still time to provide your feedback on the Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and the Draft Community Demographic Assessment for Berks County. For information on the plans and how to submit comments, please visit:
BERKSPA.GOV
www.berkspa.gov
What's the Air Quality Conformity Analysis?
How does the Draft plan impact the c
Like
Comment
Share


Transportation Improvement Pr
Berks County - DRAFT FFY 2027
talkpatransportation.com/how-it-works/tip
Managed bookmarks
Weather
NEWS
Welcome to AOL An...
Reading Traffic
Berks County
PA State Gov
Fed Gov
County-PC-MPO W...
Contracts, Scope, B...
Sign Out
HELP Desk Client Po...
Adobe Acrobat
HOW IT WORKS
Transportation Improvement Program (TIP)
A Transportation Improvement Program (TIP) lists planned projects and assigns funding over a four-year period. TIPs cover regional projects and statewide initiatives.
Who creates it?
Metropolitan and Rural Planning Organizations (MPOs and RPOs) create local TIPs that include all the projects for a region. PennDOT creates two statewide-managed TIPs that span multiple regions including the Interstate Management Program TIP and Statewide Initiatives TIP.
When is it updated?
Pennsylvania TIPs are updated every two years. The 2027 Regional TIPs are currently being updated. Each of the state's Metropolitan and Rural Planning Organization (MPOs and RPOs) hold an individual Public Comment Period between March and July 2026. View the Regional TIP Map to find the Public Comment Period dates for your region.
How does it impact the planning process?
PennDOT combines the 24 individual regional TIPs with two statewide TIPs to create the Statewide Transportation Improvement Program (STIP). The STIP is also the first four years of the 12-Year Program.
What laws, regulations, and guidance are involved?
Title 23 Code of Federal Regulations 450
Title 49 Code of Federal Regulation 625
49 U.S. Code 5303
Infrastructure Investment and Jobs Act (IIJA), otherwise known as the Bipartisan Infrastructure Law (BIL)
Pennsylvania Act 120 of 1970
Pennsylvania Consolidated Statutes Title 74
Pennsylvania Code Title 67
2027 Transportation Program Financial Guidance
2027 Transportation Program General and Procedural Guidance
PennDOT Design Manual
Part 1A: Pre-TIP and TIP Program Development Procedures
Public Participation Opportunities
Click a region to view the region's Public Comment Period dates.
You can comment on any Draft TIP during the Public Comment Period every two years. The Regional TIP Public Comment Periods will be available from March through June 2026.
TIPs are regional
STIP is Statewide
Draft 2027 Regional TIPs
All draft 2027 Regional TIPs are available for individual 30-day public comment periods between March and July 2026. To comment on your region's draft TIP, click on your region on the interactive map below. This tool will allow you to identify your planning region and its public comment period.
Map Legend
Not Open
Open
Closed
Do you want to
Stay Informed?
Subscribe to receive the latest updates. We promise not to spam.
Join our email list
For more information
Contact Us
PO Box 3365 Harrisburg, PA 17105
RA-PennDOTSTC@pa.gov
ACCESSIBILITY
PRIVACY & DISCLAIMERS
MEMBER LOGIN
State Transportation Commission
Pennsylvania Department of Transportation

bctv 50 YEARS

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Be Informed. Be Involved. Watch Live Broadcast

Posted on March 25, 2026

Opportunity for Public Comment: Reading Area Transportation Study

From Berks County Planning Commission

The Reading Area Transportation Study Coordinating Committee announced the availability for citizens, local governments, and interested organizations to review and comment on the following documents: Draft FFY 2027-2050 Long Range Transportation Plan, Draft FFY 2027-2030 Transportation Improvement Program, Draft Air Quality Conformity Analysis, and Draft Community Demographic Assessment for Berks County.

These planning documents list various roadway, public transit, and off-road transportation projects and planning efforts in Berks County. The Long Range Transportation Plan provides detailed background materials on Berks County's land use, demographics, and transportation system, and makes recommendations for addressing deficiencies and new issues. The Transportation Improvement Program serves as a capital budget and provides details on transportation projects to be undertaken the next four years.

The public review and comment period began March 22, 2026, with an advertisement in the Reading Eagle and extends through April 24, 2026. (English) (Español)

The documents can be accessed and viewed online at bit.ly/RATS-CommentPeriod.

There will be four public meetings held during this period to review the plans and accept comments:

- **In-Person:** Tuesday, April 7, at 1:30 p.m., in the first-floor Conference Room at Berks County South Campus (400 E. Wyomissing Ave., Mohnton)
- **In-Person:** Tuesday, April 14, at 6 p.m., in the Harvest Room at the Berks County Agricultural Center (1238 County Welfare Road, Leesport)
- **Virtual:** Tuesday, April 21, at 11 a.m., via Microsoft Teams*
- **Virtual:** Tuesday, April 21, at 6 p.m., via Microsoft Teams*

*Registration is required to receive the link to participate in the virtual meetings (arcg.is/1IRD4W1).

Comments may also be submitted in writing to:

- LRTP/TIP Comments
  Berks County Planning Commission
  400 E. Wyomissing Blvd., Ste. D
  Mohnton, PA 19540

Comments may also be emailed to planning@berkspa.gov.

BERKS COUNTY
Planning Commission

E-FLASH

April 2026

HOT OF THE PRESSES

BERKS COUNTY PLANNING COMMISSION

PLANNING ADVICE FOR DATA CENTERS

READING AREA TRANSPORTATION STUDY
PUBLIC REVIEW AND COMMENT OPPORTUNITY

DRAFT FFY 2027–2050 LONG RANGE TRANSPORTATION PLAN
DRAFT FFY 2027–2030 TRANSPORTATION IMPROVEMENT PROGRAM
DRAFT AIR QUALITY CONFORMITY ANALYSIS
DRAFT COMMUNITY DEMOGRAPHIC ASSESSMENT

TUESDAY, APRIL 14, 2026 | IN-PERSON: 6:00PM
Harvest Room at Berks County Agricultural Center
1238 County Welfare Road, Leesport, PA 19533

2 VIRTUAL MEETINGS
TUESDAY, APRIL 21, 2026
11:00AM AND 6:00PM
using Microsoft Teams*

**Registration is required to receive the link to participate in the virtual meetings:*
https://arcg.is/0XO4Wy1

For the documents, more information on the public review and comment period, please visit: bit.ly/RATS-CommentPeriod

Planning in Action

Our monthly Planning in Action roundup highlights planning-related matters happening throughout Berks County, including projects, partnerships, plan implementation, and municipal planning reviews.

EXPLORE THE FULL LIST OF ARTICLES

Ag Literacy Week

Executive Director Ashley Showers was able to join elementary classrooms during Agricultural Literacy Week in March. During the classroom visits the book: Cows Can Moo! Can You? All About Farms was read to students and an activity exploring the products of agriculture was conducted.

In support of the Berks County Department of Agriculture and Growing Berks, it was a pleasure to share with the students the importance our agricultural community is in our County.

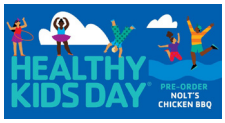
Schuylkill Highlands

2026 Schuylkill Highlands Mini-Grant Program Now Accepting Applications

APPLICATION DEADLINE: 4:00 PM
Thursday, May 16

Applications are now being accepted for the 2026 Round of the Schuylkill Highlands Mini-Grant Program, which provides up to $15,000 in funding for projects within the Schuylkill Highlands geography that advance the goals of the Schuylkill Highlands Conservation Landscape. Funding requests must come with non-DCNR (PA Department of Conservation and Natural Resources) match of at least 25% of the amount requested.

CLICK FOR MORE INFO AND APPLICATION



Chicken BBQ Dinners

Chicken Dinners $16 each

Pick Up
April 25th from 11am–1 pm
Berks County Heritage Center
1102 Red Bridge Road

To Buy Tickets
Parks Department Office
Email LGauker@berkspa.gov
County Health Fair

Visit PA Berks County Parks

This Month's Subdivision and Land Development Report

VIEW THE REPORT

VIEW THE DASHBOARD

SWORDFISH Roadshow 2026

It's Time to Get Serious About SLI
From Inspection to Inventory

Swordfish Road Show

Thursday, April 23 · 8:30 AM
Borough of Fleetwood
502 W. Vine Street · Fleetwood

Electro Scan is hosting a demonstration in partnership with Entech Engineering and the Borough of Fleetwood of their Swordfish technology, the no-dig solution for finding lead in buried pipes.

CLICK FOR MORE INFO

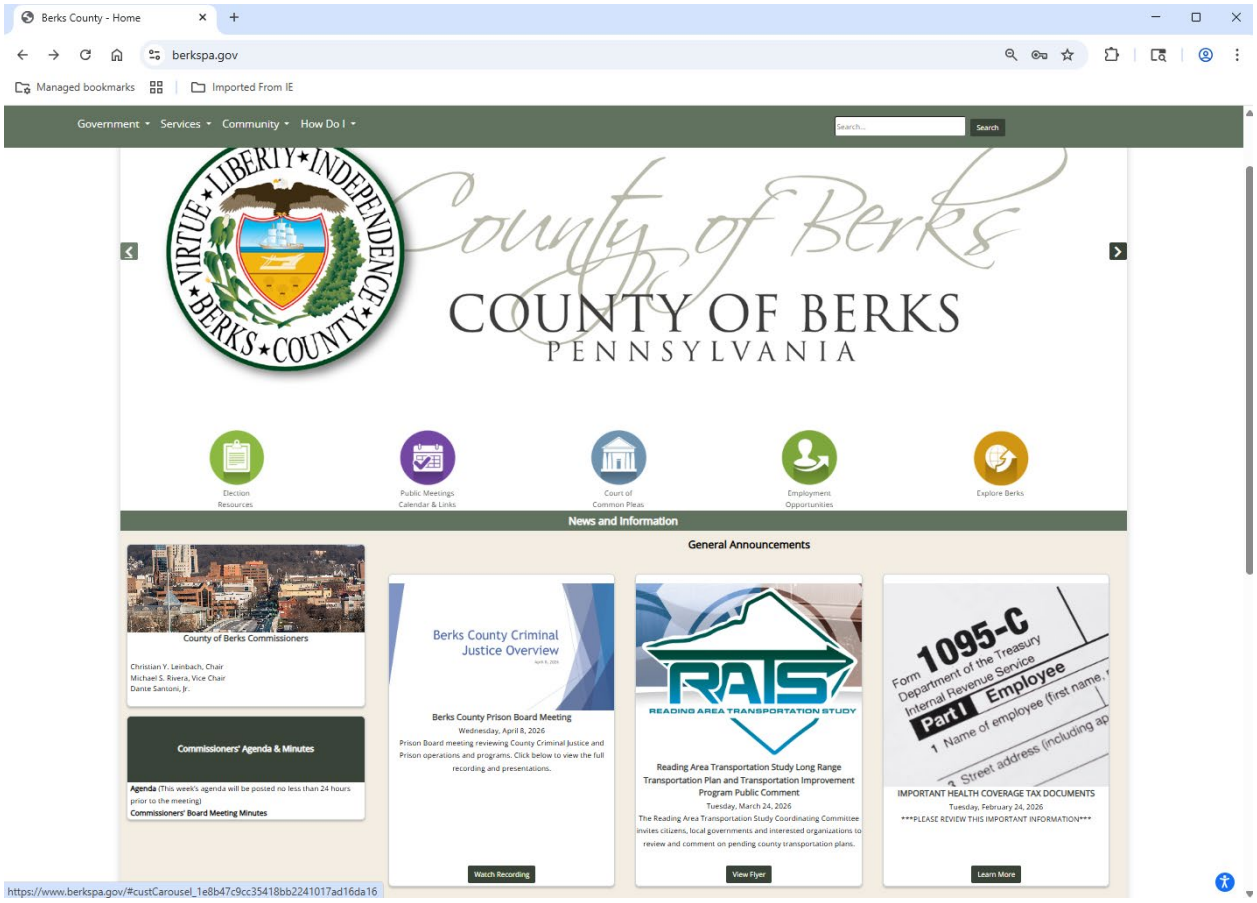
electro scan inc.

LTAP Courses

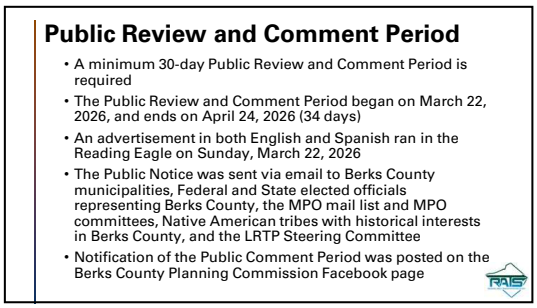
ASPHALT ROAD MAINTENANCE
Wednesday, May 6, 2026
8:00 AM–12:00 PM
Berks County South Campus
Multi-Purpose Room
400 E. Wyomissing Ave. · Mohnton
TO REGISTER: gis.penndot.gov/ltap/

Or Contact **Matt McGough** at the Berks County Planning Commission at **610 478-6300 Ext. 6306** or via email at mmcgough@berkspa.gov

VIRTUE • LIBERTY • INDEPENDENCE • BERKS • COUNTY


Berks County - Home
berkspa.gov
Managed bookmarks
Imported From IE
Government
Services
Community
How Do I
Search
County of Berks
COUNTY OF BERKS
PENNSYLVANIA
Election Resources
Public Meetings Calendar & Links
Court of Common Pleas
Employment Opportunities
Explore Berks
News and Information
General Announcements
County of Berks Commissioners
Christian Y. Leinbach, Chair
Michael S. Rivera, Vice Chair
Dante Santoni, Jr.
Commissioners' Agenda & Minutes
Agenda (This week's agenda will be posted no less than 24 hours prior to the meeting)
Commissioners' Board Meeting Minutes
Berks County Criminal Justice Overview
Berks County Prison Board Meeting
Wednesday, April 8, 2026
Prison Board meeting reviewing County Criminal Justice and Prison operations and programs. Click below to view the full recording and presentations.
Watch Recording
RATS
READING AREA TRANSPORTATION STUDY
Reading Area Transportation Study Long Range Transportation Plan and Transportation Improvement Program Public Comment
Tuesday, March 24, 2026
The Reading Area Transportation Study Coordinating Committee invites citizens, local governments and interested organizations to review and comment on pending county transportation plans.
View Flyer
Form 1095-C
Department of the Treasury
Internal Revenue Service
Part I Employee
1 Name of employee (first name,
Street address (including ap
IMPORTANT HEALTH COVERAGE TAX DOCUMENTS
Tuesday, February 24, 2026
PLEASE REVIEW THIS IMPORTANT INFORMATION
Learn More
https://www.berkspa.gov/#custCarousel_1e8b47c9cc35418bb2241017ad16da16

1



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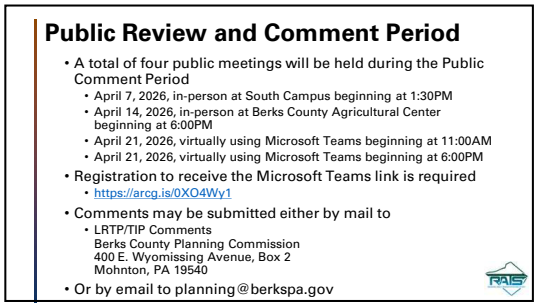

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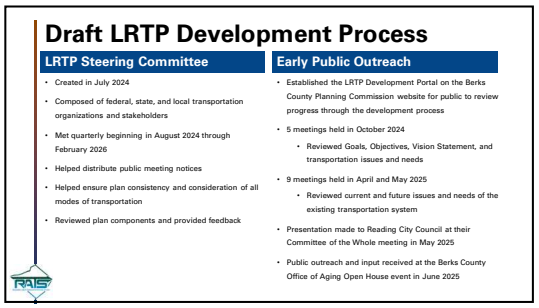

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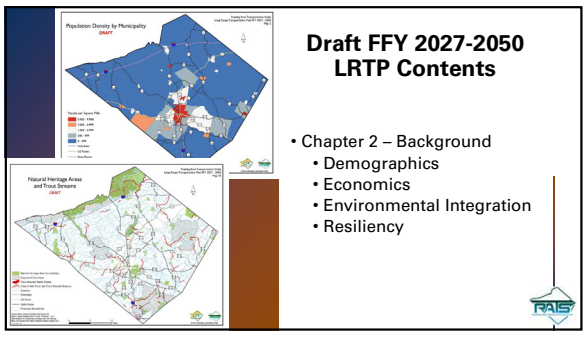
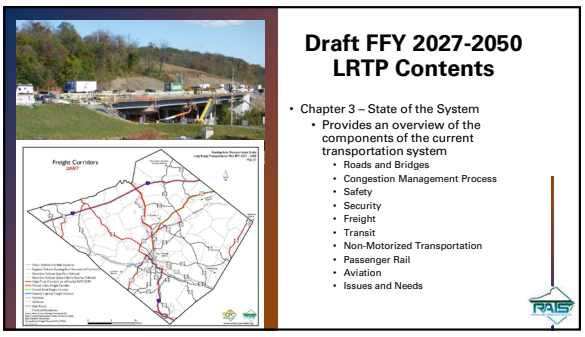
PRESENTATION MADE AT:

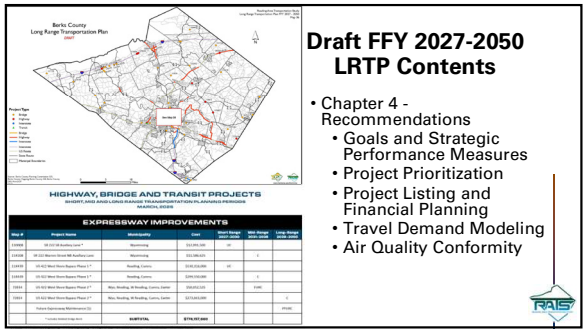
- **FOUR (4) RATS PUBLIC REVIEW AND COMMENT MEETINGS**
- **GREATER READING CHAMBER ALLIANCE BUSINESS AND COMMUNITY ADVOCACY COUNCIL**
- **READING-BERKS COMMERCIAL & INDUSTRIAL COUNCIL**
- **BERKS COUNTY PLANNING COMMISSION**


Population Density by Municipality
DRAFT
Natural Heritage Areas and Trout Streams
DRAFT
Draft FFY 2027-2050 LRTP Contents
• Chapter 2 – Background
• Demographics
• Economics
• Environmental Integration
• Resiliency

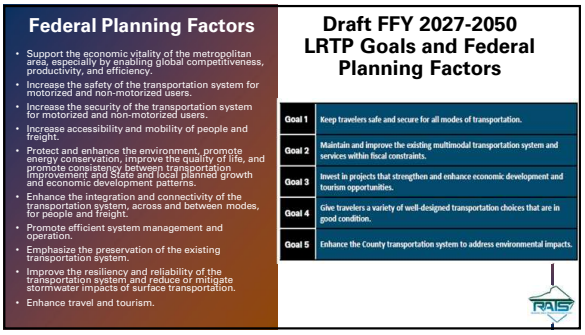
7


Freight Corridors
DRAFT
Draft FFY 2027-2050 LRTP Contents
• Chapter 3 – State of the System
• Provides an overview of the components of the current transportation system
• Roads and Bridges
• Congestion Management Process
• Safety
• Security
• Freight
• Transit
• Non-Motorized Transportation
• Passenger Rail
• Aviation
• Issues and Needs

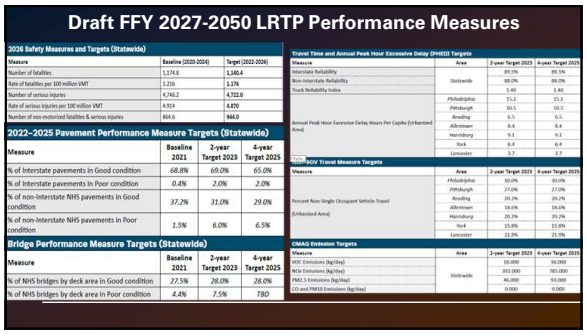
8


Berks County Long Range Transportation Plan
DRAFT
HIGHWAY, BRIDGE AND TRANSIT PROJECTS
EXPRESSWAY IMPROVEMENTS
Draft FFY 2027-2050 LRTP Contents
• Chapter 4 - Recommendations
• Goals and Strategic Performance Measures
• Project Prioritization
• Project Listing and Financial Planning
• Travel Demand Modeling
• Air Quality Conformity

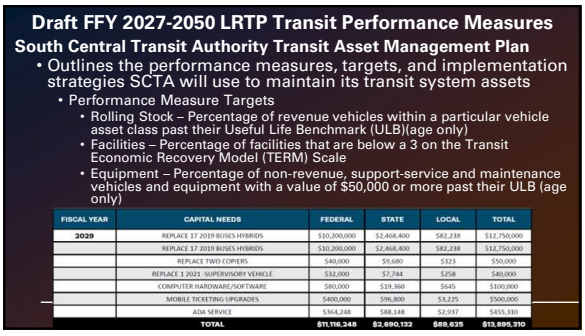
9


Federal Planning Factors
• Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
• Increase the safety of the transportation system for motorized and non-motorized users.
• Increase the security of the transportation system for motorized and non-motorized users.
• Increase accessibility and mobility of people and freight.
• Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvement and State and local planned growth and economic development patterns.
• Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
• Promote efficient system management and operation.
• Emphasize the preservation of the existing transportation system.
• Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
• Enhance travel and tourism.
Draft FFY 2027-2050 LRTP Goals and Federal Planning Factors
Goal 1 Keep travelers safe and secure for all modes of transportation.
Goal 2 Maintain and improve the existing multimodal transportation system and services within fiscal constraints.
Goal 3 Invest in projects that strengthen and enhance economic development and tourism opportunities.
Goal 4 Give travelers a variety of well-designed transportation choices that are in good condition.
Goal 5 Enhance the County transportation system to address environmental impacts.

10


Draft FFY 2027-2050 LRTP Performance Measures
2026 Safety Measures and Targets (Statewide)
2022–2025 Pavement Performance Measure Targets (Statewide)
Bridge Performance Measure Targets (Statewide)
Travel Time and Annual Peak Hour Excessive Delay (PHED) Targets
CMAQ Emission Targets

11


Draft FFY 2027-2050 LRTP Transit Performance Measures
South Central Transit Authority Transit Asset Management Plan
• Outlines the performance measures, targets, and implementation strategies SCTA will use to maintain its transit system assets
• Performance Measure Targets
• Rolling Stock – Percentage of revenue vehicles within a particular vehicle asset class past their Useful Life Benchmark (ULB)(age only)
• Facilities – Percentage of facilities that are below a 3 on the Transit Economic Recovery Model (TERM) Scale
• Equipment – Percentage of non-revenue, support-service and maintenance vehicles and equipment with a value of $50,000 or more past their ULB (age only)
FISCAL YEAR | CAPITAL NEEDS | FEDERAL | STATE | LOCAL | TOTAL
2029 | REPLACE 17 2019 BUSES HYBRIDS | $10,200,000 | $2,468,400 | $82,238 | $12,750,000
REPLACE 17 2019 BUSES HYBRIDS | $10,200,000 | $2,468,400 | $82,238 | $12,750,000
REPLACE TWO COPIERS | $40,000 | $9,680 | $323 | $50,000
REPLACE 1 2021 -SUPERVISORY VEHICLE | $32,000 | $7,744 | $258 | $40,000
COMPUTER HARDWARE/SOFTWARE | $80,000 | $19,360 | $645 | $100,000
MOBILE TICKETING UPGRADES | $400,000 | $96,800 | $3,225 | $500,000
ADA SERVICE | $364,248 | $88,148 | $2,937 | $455,310
TOTAL | $11,116,248 | $2,690,132 | $89,625 | $13,895,910

12

Draft FFY 2027-2050 LRTP Projected Reading MPO Transportation Funding by Plan Period ($000)

TRANSPORTATION PLAN ESTIMATED FUNDING SUMMARY ($000)

Element	Short Range (2027-2030)	Mid Range (2031-2038)	Long Range (2039-2050)	Total
Highway Funds	$281,075	$492,587	$451,502	$1,225,163
Bridge Funds	$99,377	$196,985	$295,420	$591,782
Transit Funds	$82,944	$159,368	$244,394	$486,706
Total Funds	$463,396	$848,940	$991,316	$2,303,651

13

UNFUNDED HIGHWAY, BRIDGE AND TRANSIT PROJECTS
(ALL COSTS ARE ESTIMATES IN FFY 2026 DOLLARS) FEBRUARY, 2026

INTERSTATE AND EXPRESSWAY IMPROVEMENTS

PROJECT NAME	MUNICIPALITY	Estimated Cost
Interstate 78 / Grimes Interchange Closure	Bethel	$13,400,000
Interstate 78 / Midway Rd Interchange Upgrade	Bethel	$13,500,000
Interstate 78 / PA 419 Interchange Upgrade	Bethel	$13,500,000
Interstate 78 / PA 183 Interchange Upgrade	Upper Tulpehocken	$13,500,000
Interstate 78 Shartlesville Interchange Upgrade	Upper Bern	$13,500,000
Interstate 176 / PA 724 Interchange Reconstruction	Exeter	$20,300,000
US 422 West Shore Bypass Upgrade	Exeter	$63,400,000
PA 12 / PA 61 Interchange Upgrade	Muhlenberg	$105,600,000
PA 12 / River Road Interchange Upgrade	Reading	$65,000,000
	SUBTOTAL	$321,700,000

NEW / EXPANDED FACILITIES

PROJECT NAME	MUNICIPALITY	Estimated Cost
SR 61 Widening (Tuckerton to SR 10)	Muhlenberg	$60,000,000
US 422 East Reconfiguration	Amity	$47,100,000
Crosstown Connector SR 422 to SR 562	Exeter	$27,000,000
	SUBTOTAL	$134,100,000

SAFETY PROJECTS

PROJECT NAME	MUNICIPALITY	Estimated Cost
PA 12 @ PA 662	Russombamanor	$4,800,000
PA 183 Safety Improvements (SR 4016 to I-78)	Jefferson, Upper Tulpehocken	$13,600,000
PA 419 Safety Improvements (SR 422 to I-78)	Heidelberg, Marion, Tulpehocken, Bethel	$10,800,000
PA 562 Safety Improvements (SR 2021 to SR 73)	St. Lawn., Exeter, Amity, Earl, Douglass	$35,700,000
PA 568 Safety Improvements (SR 724 to SR 10)	Robeson	$11,500,000
PA 662 Safety Improvements (US 422 to SR 562)	Amity	$16,200,000
PA 682 Safety Improvements (US 222 to SR 61)	Richmond, Perry	$21,500,000
PA 724 Safety Improvements (SR 345 to Chester Co.)	Birdsboro, Union	$13,300,000
PA 737 Safety Improvements (US 222 to I-78)	Kutztown, Maxatawny, Greenwich	$27,000,000
SR 2033 Safety Improvements (US 422 to SR 562)	Exeter	$20,200,000
SR 3072 Lancaster Avenue	Reading	$7,500,000
	SUBTOTAL	$184,900,000

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UNFUNDED HIGHWAY, BRIDGE AND TRANSIT PROJECTS
(ALL COSTS ARE ESTIMATES IN FFY 2026 DOLLARS) FEBRUARY, 2026

MOBILITY, CONGESTED CORRIDORS AND ITS PROJECTS

PROJECT NAME	MUNICIPALITY	ESTIMATED COST
PA 23 Corridor Study (Chester Co. to Lancaster Co.)	Caernarvon	$1,450,000
PA 23 Corridor Implementation	Caernarvon	$19,000,000
PA 100 Corridor Study (Montgomery Co. to Lehigh Co.)	Colebrookdale, Washington, Bally, Hereford	$2,150,000
PA 100 Corridor Implementation	Colebrookdale, Washington, Bally, Hereford	$61,050,000
Rural ITS Coverage	Various	$4,600,000
SR 1010 Corridor	Ontelaunee to Topton	$30,300,000
SR 2011 (Hesters Lane) Widen to 4-lanes	Reading	$24,200,000
SR 2018 (Bellevue Ave) Widening - PA 61 to Mall Drive	Muhlenberg	$8,100,000
SR 3023 (State Hill Rd) Widening	Spring	$9,100,000
SR 3055 (Van Reed Road) @ Dwight Street	Spring	$4,600,000
	SUBTOTAL	$164,850,000

BRIDGE PROJECTS

PROJECT NAME	MUNICIPALITY	ESTIMATED COST
New Bridge on Knick Lane over NS RR	South Heidelberg	$10,700,000
All Unprogrammed SD State Bridges	Various	TBD
All Unprogrammed SD Local Bridges >20'	Various	TBD
	SUBTOTAL	$10,700,000

TRANSIT PROJECTS

PROJECT NAME	MUNICIPALITY	ESTIMATED COST
Passenger Rail Service	Reading to Pottstown	TBD
	SUBTOTAL	
	TOTAL	$809,150,000

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READING AREA TRANSPORTATION STUDY
Draft FFY 2027-2050 Long Range Transportation Plan

Questions??

The complete Draft Long Range Transportation Plan can be found at https://www.berkspa.gov/departments/planning-commission/transportation-reading-mpo/plans-and-programs/draft-plan-elements

Questions can be submitted to planning@berkspa.gov

16

Draft FFY 2027-2030 Transportation Improvement Program (TIP)

- It is an agreed upon list of specific priority transportation projects that intend to use federal funds along with non-federally funded projects that are regionally significant
- It shows estimated costs and funding sources and documents the anticipated schedule for each project and project phase
- It covers a four-year period and is updated every two years
- It must be fiscally constrained to the amount of funding that is available based on Financial Guidance – it is not a 'wish list'
- It is NOT a final schedule of project implementation and it not a guarantee of implementation

17

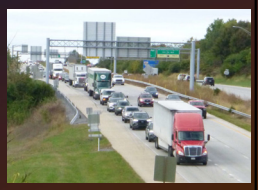
Draft FFY 2027-2030 Transportation Improvement Program (TIP)

- Includes funding based on the Infrastructure Investment and Jobs Act (IIJA) approved in November 2021
- The IIJA identifies transportation funding for the 5-year period from FFY 2022 to FFY 2026
- Funding amounts are assumed 'flat' – funding is assumed to be no less and no more than the FFY 2026 allotment
- At the time of writing and preparing the document, there is no new federal transportation funding bill enacted, nor has the IIJA been reauthorized
- In November 2019, PennDOT announced discretionary "Spike" funding allocations of $321 million relating to the US 422 West Shore Bypass and US 222 North Widening Projects. These commitments have been carried forward, and funds started to be available in FFY 2026 and will extend through FFY 2036.

18

Draft FFY 2027-2030 Transportation Improvement Program (TIP) Development Process

- Candidate projects were solicited
- Prior program reviewed
- Preliminary priorities were established
- Five TIP development meetings were held with PennDOT between October 2025 and November 2025 to match the highway and bridge priorities with the available funds
- Coordination was held with SCTA/BARTA on the development of a listing of transit projects
- The MPO approved submittal of the draft project listing to PennDOT in November 2025
- An initial draft TIP project listing was submitted to PennDOT in December 2025

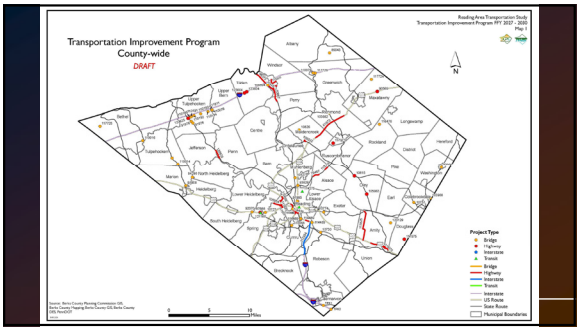


19

Draft FFY 2027-2030 Transportation Improvement Program (TIP) Development Process

- The MPO approved the final draft project listing in January 2026
- Staff prepared the draft documents being presented today
- The Reading MPO FFY 2027-2030 TIP contains 102 projects with a total investment of $464.2 million
  - 89 Highway and Bridge projects ($385.3 million)
  - 13 Transit projects ($78.9 million)
- The document also identifies 1 project in Berks County included in the Statewide Interstate Program with a value of $740,313
- There is 1 Pennsylvania Turnpike Commission project that extends into Caernarvon Township – total project cost is approximately $35 million

20



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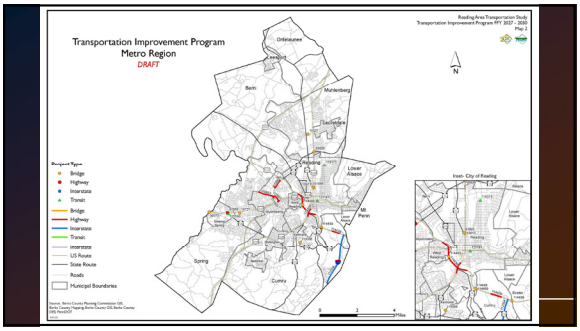

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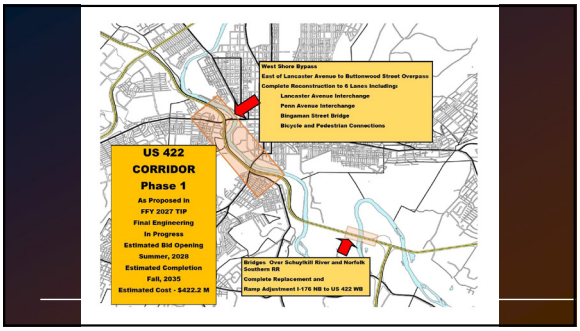

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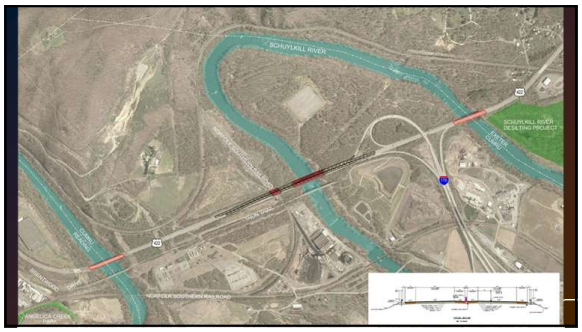
SCHUYLKILL RIVER
SCHUYLKILL RIVER DEWATERING PROJECT
MONROE-SCHUYLKILL RAIL ROAD
CONRAIL
CONRAIL
CONRAIL

Draft FFY 2027 Air Quality Conformity Analysis Report

- Required under the Clean Air Act (CAA)
- Must demonstrate that the plans, programs and projects meet the transportation conformity requirements of the CAA and the applicable State Implementation Plan (SIP) in nonattainment areas
- Berks County is currently nonattainment for 2008 8-hour Ozone standards
- The conformity determination includes an assessment of future highway emissions and must show that the required conformity tests were met for each analysis year

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Draft FFY 2027 Air Quality Conformity Analysis Report

- Interagency consultation is used to determine applicable emissions models, analysis years and emissions tests
- Evaluation includes traffic modeling based on current highway network and planned improvements for the years 2030, 2040, and 2050
- Model outputs are run through EPA's MOVES model for estimating emissions
- Result – Draft FFY 2027-2050 LRTP and Draft FFY 2027-2030 TIP are found to conform to the applicable air quality State Implementation Plan and EPA requirements

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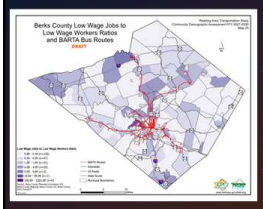
Draft FFY 2027-2030 Community Demographic Assessment



- Identifies concentrations of populations by race and income level throughout Berks County
- Identifies locations of motorized and non-motorized reportable crashes and severity, pavement and bridge conditions, transit service, as well as TIP and LRTP projects against various population concentrations
- Report found no disproportionately high or adverse effects to concentrations of any population type

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Additional Questions??

The complete Draft Air Quality Conformity Report can be found at
https://www.berkspa.gov/getmedia/3590bfbc-2d67-47a8-8031-2471494acdd0/DRAFT-Reading-Conformity-Determination-FY27TIP-and-2050LRTP-(March-2026).pdf

The complete Draft Community Demographic Assessment can be found at
https://www.berkspa.gov/getmedia/5fbd9e44-6304-4169-9a3d-c938c0ddd961/CDA-2026-DRAFT.pdf

Questions can be submitted to planning@berkspa.gov

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Next Steps

- The Public Review and Comment Period began on March 22, 2026, and ends on April 24, 2026
- Comments may be submitted either by mail to
  - LRTP/TIP Comments
    Berks County Planning Commission
    400 E. Wyomissing Avenue, Box 2
    Mohnton, PA 19540
- Or by email to planning@berkspa.gov
- Comments received must be reviewed by the MPO committees prior to adoption of the plans
- Responses must be issued to all comments
- Adoption by RATS is anticipated on May 21, 2026
- Anticipated adoption by US DOT by September 30, 2026
- LRTP and TIP Implementation begins on October 1, 2026

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THANK YOU FOR YOUR PARTICIPATION!!

Amanda Timochenko
Transportation Planner II
Berks County Planning Commission
atimochenko@berkspa.gov

Alan Piper
Transportation Planner III
Berks County Planning Commission
apiper@berkspa.gov

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RATS LRTP/TIP PUBLIC MEETING 4-7-2026 NOTES

Attendees: Ross Stowell
Bev Leonti (Cumru Twp)
Mike Golembiewski
Alan Piper
Amanda Timochenko
Matt McGough
Ashley Showers
Leo Scott

- Ross - Is there any state funding included for public transit/commuter funding specifically for commuting to Philadelphia, whether bus or train? Alan explained some of the intricacies of private commuter buses and the SRPRA and the CID Program relating to potential restoration of passenger rail.
- Ross - Are the projects identified on Route 61 in relation to the proliferation of warehouses in the area? Alan stated that some of the projects closer to Shoemakersville may have been part of the warehouse's HOP processes but generally, no, they are not because of the warehouses.
- Bev - How long does it take to get an HOP approved? Alan said it depends on the projects and what is needed in relation to that project.
- Bev - For a turning lane through Bernville (Route 183 study) will there have to be properties taken through eminent domain? Alan stated that there will probably be some acquisitions but the final determination on that is still not complete.
- Bev - Route 724 between 10 and 176…any plans for that corridor? Alan said some stuff has been talked about and minor planning completed but nothing definite. He agreed that something needs to be done but nothing is on the immediate horizon.
- Bev - The bridges…are they only state owned? Alan stated that no, it includes all bridge ownership type – state, local, county.
- Bev - When is the 724/Penn Ave intersection in Sinking Spring going to be complete? Alan said it is scheduled to start next year (2027).
- Bev - The airport…there are rumors that a commercial airline may be moving in. Is this true? Alan said they are expanding services but we have not heard about a carrier. We typically do not include that type of thing in the LRTP/TIP.
- Bev - Crosswalks near where the bike path/trail along Museum Road/Lancaster Ave near Sheetz and Wawa? Alan stated we typically defer to the municipality for projects of this nature. There is limited funding for these types of projects other than the TASA program.
- Ross - So the Thun trail completion would not be under our programs? Alan stated we recognize the Schuylkill River Trail but they are not a standalone part of these programs except through special funding programs.

RATS LRTPA/TIP PUBLIC MEETING 4-14-2026 NOTES

Attendees: Wynton Butler (Reading)
Paul Prutzman (Supervisor, Lower Heidelberg)
Margie Prutzman (Lower Heidelberg)
"Woody" DR Degler (municipality not listed)
Sarah Phillips (BCPC Board)
Devon Hain
Alan Piper
Amanda Timochenko
Leo Scott

- Paul – Is funding decreasing over the years? Amanda stated that we do not have new federal surface transportation legislation, we are under IIJA, so we need to base future funding off flat funding from 2026. Alan explained SPIKE funding as the reason it looks like the funds are decreasing. The Secretary of Transportation can allocate funding. They set aside over $300 million for us to put into the reconstruction of the West Shore Bypass project and into the middle section of 222. This SPIKE funding was included in the graphic which makes it look like out years are receiving less funding.
- Paul – Do the numbers include local funding? Alan stated that funding for local projects from the TIP is very limited but is included. County organizations are promoting the BASIC Act, a federal carve out that would allocate more money to go to local bridges and systems.
- Paul – Does this include all bridges in Berks County? Alan stated that a limited number of local bridges are included in the programs, and that we are trying to grow that right now. We noted the local system, especially local bridge funding, as an issue in the LRTP.
- Wynton – Who suggested roundabouts? Alan stated that the initial roundabout designs at some intersections around Berks County were decided upon by PennDOT engineers and consultants with MPO approval. Roundabouts have also been identified as a Proven Safety Countermeasure by the FHWA, and we have seen a decrease in fatalities and suspected serious injuries at these locations.
- Paul – The SR 61 and 78 improvements in northern Berks County seem like they have been going on forever, will they be completed soon? Alan reviewed the projects in this area and their timelines.
- Paul – Noted there are not any projects on SR 422 in western Berks County. The Berks County Planning Commission has identified this corridor as somewhere that is still available for development in Berks County. Citizens already use Brownsville Road and alternate routes to avoid SR 422. Alan addressed by stating that he does not think SR 422 will have capacity if the corridor is fully built out. We recognize that Brownsville Road and Lincoln Drive are being used as alternate routes. As areas along 422 in western Berks are developed, developers need to work with BCPC, RATS, and PennDOT through the HOP process, with hopes that developers help improve the roadways.
- Paul – When is the 724/Penn Ave intersection in Sinking Spring going to be complete? Alan said it is scheduled to start next year (2027). This will also help improve the 422 corridor in western Berks as this congested area is likely one of the worst areas on the corridor. Other potential

improvements would include realignment of South and North Church Road in Wernersville Borough and better synchronization of the traffic lights along this corridor west of Sinking Spring.

- Woody – Does the money allocated in the TIP apply to the efforts of passenger rail by SRPRA? Alan stated the funding is currently through the Federal Railroad Administration. He further explained the corridor and development program which is complete as Phase 1. Federal approval is required to move ahead with Phase 2. The proposal now is for intercity rail provided by Amtrak. If it were commuter rail, that would need to be on the Transit TIP.
- Woody – Has the Governor mixing up money/funding for various programs effected transportation projects and planning? Alan stated it has not really impacted us because the transit dollars get allocated to the transit authority directly. This has not taken money away from other projects at this time.

RATS LRTP/TIP VIRTUAL PUBLIC MEETING 4-21-2026 NOTES (11:00AM)

Attendees: Amanda Timochenko
Devon Hain
Alan Piper
Mike Golembiewski
Matt McGough
Andrew Kline
Kent Himelright
Jeanne Johnston
Lisa Walter (11:47am)

- Kent – There has been a lot of serious vehicular incidents, is that part of this assessment? Alan responded that in the LRTP there are very detailed evaluations of crash data. Our recommendations incorporate high incident areas into our plans. The plans do not reflect crash data from the most recent year (2025) because that data is not yet available.
- Andrew - Can you elaborate on how collaboration is conducted with the school districts who may be impacted by any of these projects? I am a school board member in Oley Valley and noted multiple projects which may drastically impact our student transportation. For the record, all of the projects in the Oley area are all things I am excited about and supportive of, but just thinking of logistics. Alan responded that the school would be brought into the process and get this information when we work with the municipalities and in the actual design phase. Alan stated that he will be happy to discuss more offline as well. Andrew welcomed that and thanked Alan for his time and presentation.
- Lisa - Could I get a copy of the slides presented today emailed to me? Amanda responded that we would be happy to provide that and stated that she will do so after the meeting.

RATS LRTP/TIP VIRTUAL PUBLIC MEETING 4-21-2026 NOTES

(6:00 PM)

Attendees: Amanda Timochenko
Alan Piper
Mike Golembiewski

- Though there were three (3) members of the public registered, they did not arrive online. No other members of the public arrived and staff concluded the meeting @ 6:25 p.m.

COMMENT FORM

READING AREA TRANSPORTATION STUDY
LRTP \ TIP PUBLIC MEETING
April 7, 2026, 1:30 PM
Berks County Planning Commission
South Campus First Floor Conference Room

Please take a few minutes to fill out this comment form so we may gather your input and better understand your concerns.

1. How did you find out about today's meeting? (*Check all that apply*)

   ☐ Local Newspaper ☐ Email ☐ Flyer ☐ Website ☐ Facebook

   ☐ Other _____
   (*Please Specify)*

2. Was the presentation easy to understand and informative?
   ☐ Yes ☐ No

3. What suggestions do you have for improving our outreach for future public meetings?

   _____
   _____

4. Please provide any comments you may have regarding the Draft FFY 2027-2050 Long Range Transportation Plan, the Draft FFY 2027-2030 Transportation Improvement Program and related documents.

   (*Please use the reverse side of this form for any additional comments*)

   _____
   _____
   _____
   _____

OPTIONAL *Please print clearly*

Name: _____ Email Address: _____

Address: _____

_____

Please return completed form to a BCPC staff member or the box on the table.

If you would prefer, completed forms may be mailed or sent by e-mail no later than April 24, 2026

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2
Mohnton, PA 19540
E-mail: planning@berkspa.gov

Or complete the Public Meeting Comment Form online no later than April 24, 2026

https://arcg.is/1CTuef1

RATS Draft FFY 2027-2050 Long Range Transportation Plan and
Draft FFY 2027-2030 Transportation Improvement Program Public Outreach Meeting
Tuesday, April 7, 2026, 1:30PM
South Campus First Floor Conference Room

Name	Email Address	Municipality/Organization
Ross Stowell	[redacted]	
Ben Leonti		CUMRU PLANNING
Ashley Showers		BCPC Director
Michael Gulembieski		BCPC STAFF
MATT McGOUGH		BCPC STAFF
Leo R Scott		BCPC Assist Director
Alan Piper		BCPC STAFF
Amanda Tomochko		BCPC STAFF

COMMENT FORM

READING AREA TRANSPORTATION STUDY
LRTP \ TIP PUBLIC MEETING
April 7, 2026, 1:30 PM
Berks County Planning Commission
South Campus First Floor Conference Room

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☑ Local Newspaper ☐ Email ☐ Flyer ☐ Website ☐ Facebook

☐ Other _____
(*Please Specify*)

2. Was the presentation easy to understand and informative?
☑ Yes ☐ No

3. What suggestions do you have for improving our outreach for future public meetings?

All needed. Bus, train, trails!

4. Please provide any comments you may have regarding the Draft FFY 2027-2050 Long Range Transportation Plan, the Draft FFY 2027-2030 Transportation Improvement Program and related documents.

(*Please use the reverse side of this form for any additional comments*)

_____
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OPTIONAL *Please print clearly*

Name: _____ Email Address: _____

Address: _____

_____

Please return completed form to a BCPC staff member or the box on the table.

If you would prefer, completed forms may be mailed or sent by e-mail no later than April 24, 2026

LRTP/TIP Comments
Berks County Planning Commission
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Mohnton, PA 19540
E-mail: planning@berkspa.gov

Or complete the Public Meeting Comment Form online no later than April 24, 2026

https://arcg.is/1CTuef1

COMMENT FORM

READING AREA TRANSPORTATION STUDY
LRTP \ TIP PUBLIC MEETING
April 7, 2026, 1:30 PM
Berks County Planning Commission
South Campus First Floor Conference Room

Please take a few minutes to fill out this comment form so we may gather your input and better understand your concerns.

1. How did you find out about today's meeting? (*Check all that apply*)

☐ Local Newspaper ☐ Email ☐ Flyer ☒ Website ☐ Facebook

☐ Other _____
(*Please Specify*)

2. Was the presentation easy to understand and informative?
☒ Yes ☐ No

3. What suggestions do you have for improving our outreach for future public meetings?
NOTICES ON MUNICIPAL TAX OR WATER/SEWER BILLS

4. Please provide any comments you may have regarding the Draft FFY 2027-2050 Long Range Transportation Plan, the Draft FFY 2027-2030 Transportation Improvement Program and related documents.

(*Please use the reverse side of this form for any additional comments*)

OPTIONAL *Please print clearly*

Name: BEV LEONTI Email Addres [redacted]

[redacted]

Please return completed form to a BCPC staff member or the box on the table.

If you would prefer, completed forms may be mailed or sent by e-mail no later than April 24, 2026

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2
Mohnton, PA 19540
E-mail: planning@berkspa.gov

Or complete the Public Meeting Comment Form online no later than April 24, 2026

https://arcg.is/1CTuef1

RATS Draft FFY 2027-2050 Long Range Transportation Plan and
Draft FFY 2027-2030 Transportation Improvement Program Public Outreach Meeting
Tuesday, April 14, 2026, 6:00PM
Berks County Agricultural Center Harvest Room

Name	Email Address	Municipality/Organization
WYNTON BUTLER	[redacted]	READING
PAUL PROTZMAN		Lower Heidelberg
MARGIE "		"
[illegible]		
Sarah Phillips		BCPC
Devon Hain		BCPC/RATS
Alan Piper		BCPC/RATS
Amanda Timochenko		BCPC/RATS
Leo Scott		BCPC

COMMENT FORM

READING AREA TRANSPORTATION STUDY
LRTP \ TIP PUBLIC MEETING
April 14, 2026, 6:00 PM
Berks County Agricultural Center
Harvest Room

Please take a few minutes to fill out this comment form so we may gather your input and better understand your concerns.

1. How did you find out about tonight's meeting? (*Check all that apply*)

☑ Local Newspaper ☐ Email ☐ Flyer ☐ Website ☐ Facebook

☐ Other _____
(*Please Specify*)

2. Was the presentation easy to understand and informative?
☑ Yes ☐ No

3. What suggestions do you have for improving our outreach for future public meetings?

_____

_____

4. Please provide any comments you may have regarding the Draft FFY 2027-2050 Long Range Transportation Plan, the Draft FFY 2027-2030 Transportation Improvement Program and related documents.

(*Please use the reverse side of this form for any additional comments*)

_____

_____

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OPTIONAL *Please print clearly*

Name: DR Degler Email Address: _____

[redacted]

Please return completed form to a BCPC staff member or the box on the table.

If you would prefer, completed forms may be mailed or sent by e-mail no later than April 24, 2026

LRTP/TIP Comments
Berks County Planning Commission
400 E. Wyomissing Avenue, Box 2
Mohnton, PA 19540
E-mail: planning@berkspa.gov

Or complete the Public Meeting Comment Form online no later than April 24, 2026

https://arcg.is/1CTuef1

Reading MPO
Public Comment Period for the
FFY 2027-2050 Long Range Transportation Plan
FFY 2027-2030 Transportation Improvement Program,
Air Quality Conformity Analysis Report and FFY 2027 Community Demographic Assessment

The Public Comment Period began March 22, 2026 and ended April 24, 2026

Comments and Response to Comments:
Complete copies of all written comments follow this summary.

Responses as Approved by Reading Area Transportation Study Coordinating Committee May 21, 2026

Ross Stowell – Citizen
Verbal Comments During April 7, 2026 Public Meeting

Comment: Is there any state funding included for public transit, either by bus or train, specifically for commuting to Philadelphia?

Response: Neither the LRTP nor the TIP includes funding related to commuting to Philadelphia at this time. The LRTP does recognize that there are limited opportunities for private bus services (OurBus and FlixBus) that provide service to / from the Philadelphia region but these are not supported with public funding. SCTA (BARTA) does not currently provide connections to surrounding transit systems (LANTA, Pottstown Transit, SEPTA, Red Rose or Lebanon). The SCTA Transit Development Plan does not anticipate the provision of links to these areas at this time due to limited ridership potential, length of trip and limited population density. The proposed Schuylkill River Passenger Rail service will support some level of commuting if implemented but the actual schedule for this remains unclear at this time as they await advancement into the next phase of the Federal Railroad Administration's Corridor Identification and Development Program.

Comment: Are the projects identified on Route 61 (in and around Hamburg Borough)(MPMS#'s 10867, 10328, 96373, 97258, 113325, 109894) a result of establishment of warehouses in the area?

Response: The development of the current projects along the PA 61 corridor preceded the warehouse development in that region of Berks County. They are the concluding phases of a staged implementation of safety improvements that

have extended northward along the PA 61 corridor from Reading to the Schuylkill County line over time. Additionally, developers are required to go through a Highway Occupancy Permit (HOP) process through PennDOT. In some instances, part of the HOP may require the developer to perform roadway improvements if the development will have an impact on the transportation system near the development. That was the case for improvements made in Perry Township just north of Shoemakersville Borough.

Comment: Is the completion of the Thun Trail part of RATS plans and programs?

Response: The LRTP acknowledges the Schuylkill River Trail (SRT) as the backbone of the off-road trail network in Berks County and its role in both recreational and commuting uses. The Thun Trail represents a section of this important off-road trail network. Specific funding for the "completion" of this trail is not included in the LRTP or TIP. The LRTP and TIP do include funding for improvements to the SRT where it is impacted by the reconstruction of the US 422 West Shore Bypass. Funding for improvements to this trail is also supported during applications made by the Schuylkill River Greenway Association under the Transportation Alternatives Set-Aside (TASA) program and either the PennDOT or DCED Multimodal Transportation Fund.

Bev Leonti – Cumru Township
Verbal Comments During April 7, 2026 Public Meeting

Comment: How long does it take to get a Highway Occupancy Permit (HOP) approved?

Response: The length of time for an HOP approval depends upon the type of project and the needs in relation to the project.

Comment: As part of the improvements along Route 183 near Bernville Borough (MPMS# 120974), will properties have to be taken through the eminent domain process?

Response: The final determination for the overall needs of this project are not yet defined. If there is a need to obtain Right-of-Way (ROW) or any properties, PennDOT will work with the landowners to minimize impacts. Property owners will be compensated for any required acquisitions. PennDOT appraises property for its fair market value and attempts to reach an amicable settlement with property owners. If that is not possible, the property can be acquired through the eminent domain process as defined by State and federal legislation. The property owner is still compensated.

Comment: Are there any planned improvements, either in the TIP or the LRTP, for Route 724 between Route 10 and I-176?

Response: The only planned improvement in this area is MPMS# 110012 on the LRTP. This project calls for the upgrade of the existing concrete barrier and fence system on SR 724 (Philadelphia Avenue) from Valley Stream Road to Kennel Road to better withstand the debris and rocks that fall down the slope in Cumru Township.

Comment: Are the bridge projects identified only state-owned bridges?

Response: The bridges identified in both the Transportation Improvement Program and Long Range Transportation Plan include state, county, and local bridges.

Comment: When is the Route 422 (Penn Avenue) intersection with Route 724 and Mull Avenue (MPMS# 87688) anticipated to be completed?

Response: This project is anticipated to go out for bids in mid-2027 and to be completed by September, 2029.

Comment: There are rumors that a commercial airline may be moving into the Reading Regional Airport. Is this true?

Response: The Reading Regional Airport is not funded through RATS. Their Capital Improvement Plan is included in RATS Long Range Transportation Plan in support of their goals and objectives and to ensure coordination with other transportation modes. The Reading Regional Airport Authority is open to discussions with potential commercial passenger carriers operating out of the Reading Regional Airport but no agreements are in place at this time.

Comment: If a request was made to include crosswalks near the bike/trail path along Museum Road, extending across Lancaster Avenue near Wawa and Sheetz, in Cumru Township, who would need to request the improvement and how would the improvement be funded?

Response: Generally, requests of this nature are deferred to the municipality. Unless the crosswalk would be included in a separate highway improvement project (none planned at this location), there is limited funding available for these types of projects. The Transportation Alternatives Set-Aside (TASA) Program would be

the best funding opportunity for these types of improvements. Other options could include either the PennDOT or PADCED Multimodal Transportation Fund programs.

Paul Prutzman – Lower Heidelberg Supervisor
Verbal Comments During April 14, 2026 Public Meeting

Comment: Is funding for transportation improvements decreasing over the years?

Response: At the time of writing the documents, the Infrastructure Investment and Jobs Act, which is the current federal transportation funding legislation, has not been reauthorized nor has new federal transportation funding legislation been established. As a result, funding amounts are assumed 'flat' at the last year of the authorized legislation which would be FFY 2026. Additionally, the Reading MPO received SPIKE funding for the US 422 West Shore Bypass Widening project (MPMS#114439) beginning in FFY 2027 through FFY 2038. A portion of those SPIKE funds were permitted to be used to complete the US 222 Widening project (MPMS# 61972) in FFY 2027. The SPIKE funding was included in the funding summaries. Since the SPIKE funding only extends to FFY 2038, the funding amounts in the later years appear to decrease as a result.

Comment: Do the funding amounts include local funding sources?

Response: Yes. Local funding is included where it is a required match for State or federal funds. Funding for local projects in the TIP is very limited. Counties are currently promoting legislation that would allocate more money to local bridges and roadways.

Comment: Do the bridge projects identified include local bridges?

Response: Yes. There are 8 local bridge projects included in the TIP – 3 County-owned bridges and 5 municipal bridges. There is also a Municipal Bridge Line Item (MPMS# 120995) with limited funding in the TIP that will allow RATS to work with local municipalities to identify and program local bridge improvement projects throughout Berks County.

Comment: When will the Route 61 and I-78 projects (MPMS#'s 10867, 10328, 96373, 97258, 113325, 109894) near Hamburg Borough be completed?

Response: There are numerous projects both underway and proposed in this area, each with their own schedule. The last project in this group (MPMS# 10867) is the proposed restoration of PA 61 and installation of median barriers in Perry and Windsor Townships and Hamburg Borough. This also includes a revised design for the intersection of PA 61 with Fourth Street. It is anticipated to go out for bids in mid-2027 and be completed by November, 2030.

Comment: There doesn't seem to be any planned improvements along Route 422 in western Berks, but this area has been identified by the Berks County Planning Commission as an area that is still available for development. How will improvements be made if development along this corridor occurs?

Response: Other than the congestion addressed by the intersection of US 422 and 724 (See below), the US 422 corridor west of Sinking Spring has only one area of moderate congestion (east end of Wernersville Borough) and no identified high crash locations. There is a bridge replacement planned over the Cacoosing Creek at the Sinking Spring / Lower Heidelberg / South Heidelberg line. As new developments are proposed throughout this corridor, they will need to go through PennDOT's Highway Occupancy Permit process if accessing state highways. Traffic studies will be required and specific improvements may be required based on site generated traffic. It is important that the Berks County Planning Commission and RATS track these developments and be aware of their cumulative impacts to the highway system and be prepared to identify projects to address those impacts.

Comment: When is the Route 422 (Penn Avenue) intersection with Route 724 and Mull Avenue (MPMS# 87688) anticipated to be completed?

Response: This project is anticipated to go out for bids in mid-2027 and to be completed by September, 2029.

DR Degler – Citizen
Verbal Comments During April 14, 2026 Public Meeting

Comment: Does the money allocated in the TIP apply to the efforts of reestablishing passenger rail by the Schuylkill River Passenger Rail Authority (SRPRA)?

Response: At this time, no funding for the SRPRA is included in either the TIP or the LRTP. Funding for Step 1 of the Corridor Identification and Development Program was provided by the Federal Railroad Administration. The SRPRA is awaiting approval to enter Step 2 of the program and will use these same funds. Future updates of the LRTP or TIP may require federal funding for this project as it progresses through the process, but these would not impact base highway, bridge or public transit allocations. Currently Flix bus and OurBus provides service to Philadelphia on a daily basis.

Comment: Has funding for various transportation projects and programs been impacted by the Governor of Pennsylvania adjusting state funding allocations to address transit issues in major urban areas?

Response: The most recent changes only affect transit funding. Certain transit systems were allowed to shift some capital funding to support operations. This will ultimately impact their ability to maintain those systems if no replacement funding is generated. At this time BARTA has sufficient funding to continue service, however SCTA (BARTA) continues to reach out to the Governor for additional funding needs.

Wynton Butler – Reading
Verbal Comments During April 14, 2026 Public Meeting

Comment: Who initially suggested roundabouts as intersection improvements?

Response: The inclusion of roundabouts into the various highway improvement projects were developed through a collaborative process involving the Federal Highway Administration, PennDOT, consultants, and local representatives. Studies were conducted based on several factors including but not limited to traffic volumes, existing roadway design, etc. that determine the best type of improvement to meet the needs of the transportation system. Additionally, roundabouts are a proven safety countermeasure that reduces fatality and serious injury crashes.

Kent Himelright – Schuylkill River Greenways
Verbal Comments During April 21, 2026 Virtual Public Meeting

Comment: There has been a lot of serious vehicular incidents lately in Berks County. Is that part of this assessment?

Response: Data relating to crashes, as identified in the RATS Annual Traffic Safety Report, is incorporated into the Long Range Transportation Plan in the Safety section. Recommendations incorporate high incident areas into our plans and programs. Crashes that have occurred within the past year are not factored into current project recommendations but will be evaluated again in the next TIP update.

Andrew Kline – Oley Valley School Board Member
Verbal Comments During April 21, 2026 Virtual Public Meeting

Comment: Can you elaborate on how collaboration is conducted with the school districts regarding how student transportation may be impacted by any of these projects?

Response: School districts have multiple opportunities to participate in project development and implementation. A starting point is by attendance at MPO meetings or by contacting planning staff directly.

Meeting Schedule

E-mail: Planning@berkspa.gov or Phone: (610) 478-6300

Ideas can be offered for any suggested new projects or comments can be made on the potential impacts of existing projects. A second step could be school district input into what are referred to as PennDOT Connects meetings with the impacted municipalities prior to the beginning of design for a particular project. Issues identified at that time can potentially be avoided up front rather than requiring design changes. The final stage is by attendance at a public meeting conducted by PennDOT during the design of a project but prior to finalization of the plans. School districts are also generally involved during construction by receiving notices of proposed changes in traffic patterns as the project progresses.

Comment: Mr. Kline expressed support for the projects planned in Oley Township.

Response: Mr. Piper thanked him for his support.

Daniel Mateo – Developer
Emailed Comments Received on April 23, 2026

Comment: Mr. Mateo requested infrastructure improvements along the Franklin Street Transit-Oriented Development (TOD) Corridor in the City of Reading related to a mixed-use development proposal between 7th and 8th Street.

Response: We have forwarded Mr. Mateo's comments to the City of Reading's Planning and Public Works Departments for their input. Here are their responses followed by ours.

City of Reading - Planning Department:

It is encouraging to see development interests align with the City's Transit Oriented Development (TOD) and zoning policies. While a formal land development application for this project has not yet been submitted, the City has established a regulatory framework thorough the TOD overlay District that is intended to support high density, mixed-use development of this nature.

From the infrastructure standpoint, the City is well positioned to accommodate anticipated growth in this area. Recent improvements, including the 19th Ward pump station in coordination with Berks County significantly enhanced sewer system capacity. In addition, the Reading Area Water Authority has capacity to support such developments within this corridor.

Streetscape and multimodal improvements are also being evaluated through the City's implementation of the Vision Zero Action Plan, which focuses on creating safer and more accessible streets for all users.

We have made significant progress on the TOD Ordinances and are now looking forward to an approval in the near future.

We look forward to receiving this project and encourage continued coordination with City staff regarding site specific infrastructure and development considerations.

City of Reading - Public Works Department:

In response to the public comment, we request that you add the priority improvements from Vision Zero to the long-range plan. It includes the Franklin (Street) area plus others. The excerpt below was taken from Vision Zero.

Priority Improvements Plan

The Priority Improvements Plan was developed as a way to group improvements along corridors. These corridors are a logical geographical grouping of improvements that can be accomplishedwith low cost proven counter-measures that will help to create multimodal improvements in the Downtown.

These six (6) recommended corridors have the following characteristics that they share in common:

- These roads are not state or PennDOT routes, thus not needing review by that agency.
- They are relatively the lower volume / lower speed routes in the Downtown.
- These routes are generally disbursed through the Downtown, create a good distribution of proposed cycling routes through the Downtown in a manner that reaches many destinations in the Downtown and beyond.

Since each priority corridor has a definable 'achievement', they represent a more desirable funding application for the funding opportunities described later in this chapter. The design and construction summary cost estimates for these corridors are estimated below:

- 2nd / Canal Street $ 310,046.00
- Court Street $ 280,478.00
- Penn Street $ 99,814.00
- Cherry Street $ 288,132.00
- 7th Street $ 684,510.00
- Spruce Street $ 236,686.00
- Total: $1,899,666.00
- Design and Engineering (10%): $189,967.00
- **Total Cost: $2,089,633**

RATS Follow- up Response:

The existing street system in Reading can absorb the traffic to be generated by the development proposal. Based on the City's comments above, we will modify the text of our **Long Range Transportation Plan** to more fully address the City's Vision Zero Action Plan in the Non-Motorized Transportation section in Chapter 3. We currently state that we will work with the City of Reading to achieve their safety goals as expressed in the Vision Zero Plan in the Issues and Needs section of Chapter 4. We will also include a specific line item in the Unfunded Highway, Bridge and Transit Projects for **Implementation of the Reading Vision Zero Plan** with the cost data provided above.

We will then work with our State and Federal partners to try to identify a funding source to allow this effort to proceed to implementation.

Ronnique Bishop - Federal Highway Administration

Emailed Comments Received on April 24, 2026

Comment: LRTP Project Listing

For the highway, bridge, and transit projects listed in the Goals and Strategic Performance Measures chapter, there should be sufficient detail of design concepts and design scope descriptions of all existing and proposed transportation facilities to develop cost estimates. [(23 CFR 450.324(f)(9)]

Response: Text will be added to the Long Range Transportation Plan in this section referring the reader to the Appendix document where we will include the FFY 2027-2038 TYP Public Narratives for Highway and Bridge and Interstate Projects. Transit information is derived directly from the SCTA/BARTA Capital Improvement Program.

Comment: TIP System Performance Report

It's great that the MPO includes the relevant TIP projects that improve the system performance measures. In addition, the system performance report should also include any regional actual data points in comparison to the baseline data and performance recorded in previous reports. [(23 CFR 450.324(f)(4)]

Response: Text will be added to the Long Range Transportation Plan and Transportation Improvement program including a link to both the *Reading Area Transportation Study Traffic Safety Report 2020-2024* and the *Reading Area Transportation Study Annual Pavement and Bridge Condition Report 2020 - 2024* which contain the requested information.

Comment: LRTP Amendment Procedures

We appreciate the MPO sharing the LRTP amendment procedures with FHWA in advance. Our comments provided from that previous coordination are addressed in the draft LRTP and we do not have any further comments.

Response: Thank you.

No On-Line Comment forms were received.

Additional Comments / Responses

During the early public outreach efforts related to the Long Range Transportation Plan and Transportation Improvement Program, certain areas were identified for either study or improvements that could not be incorporated into a funded project at this time. As such, we have added the following items to the Unfunded Highway, Bridge and Transit Projects listing in the **Long Range Transportation Plan** as candidates for future funding considerations:

Womelsdorf Area Traffic Study – evaluation of truck movements along PA 419 through the Borough of Womelsdorf travelling to or from points in Lebanon County to / from either US 422 to the north of the Borough or continuing on PA 419 to I-78 in northern Berks County.

PA 724 Congestion / Safety Study – evaluation of PA 724 from US 222-B (Lancaster Avenue) in Cumru Township, through Spring Township and the US 222 interchange area to US 422 (Penn Avenue) in the Borough of Sinking Spring. This corridor is identified as a concern on both the RATS Congestion Management Process as well as the RATS Annual Safety Report.

Douglass Township SR 2022 (Ben Franklin Highway) Road Diet – The Ben Franklin Highway (SR 2022) in Douglass Township was at one time the main highway between Reading and Pottstown and the Philadelphia urban area. It has a wide four-lane cross section, only a low mountable median barrier, and primarily unsignalized intersections with no separate turn lanes. With the construction of the US 422 expressway around Pottstown in the 1960's, most regional traffic was diverted away from this roadway. Douglass Township has expressed a desire to create a more pedestrian friendly commercial corridor here and would like consideration of completing a "road diet" to narrow the existing highway to a single lane in each direction, provide safe turning lanes as necessary and promote safe bicycle and pedestrian movements along both sides of the highway including connections to the parallel Schuylkill River Trail.

Three other corridors were also identified during these meetings but are already included on the unfunded list:

PA 183 Safety Improvements (SR 4016 to I-78) in Jefferson and Upper Tulpehocken Township

SR 737 Safety Improvements (US 222 to I-78) in Kutztown, Maxatawny and Greenwich Townships.

SR 3222 Lancaster Avenue (SR 422 / 10 interchange) to Kenhorst Boulevard.

Each of these had studies funded under prior LRTP/TIP's that have either been completed or are wrapping up but implementation phases could not be included in the current plans due to lack of funding.

Piper, Alan

From: DANIEL Mateo <towerheights610@gmail.com>
Sent: Thursday, April 23, 2026 3:23 PM
To: Planning Department; Piper, Alan
Subject: Fwd: Public Comment: FFY 2027–2050 LRTP and 2027–2030 TIP – Franklin Street TOD Project
Attachments: 700 Development plan pptx(1).pdf; Franklin_Tower_Investor_Ready_2Page_v2.pdf; Franklin_7th_Prospectus_Clean.pdf

County of Berks Warning: This is an external email. Please exercise caution.

---------- Forwarded message ---------
From: **DANIEL Mateo** <towerheights610@gmail.com>
Date: Thu, Apr 23, 2026, 3:03 PM
Subject: Public Comment: FFY 2027–2050 LRTP and 2027–2030 TIP – Franklin Street TOD Project
To: Daniel Mateo <danielmateo1118@gmail.com>

To Whom It May Concern,

I am writing to submit a public comment regarding the Franklin Street Transit-Oriented Development (TOD) corridor in Reading, PA.

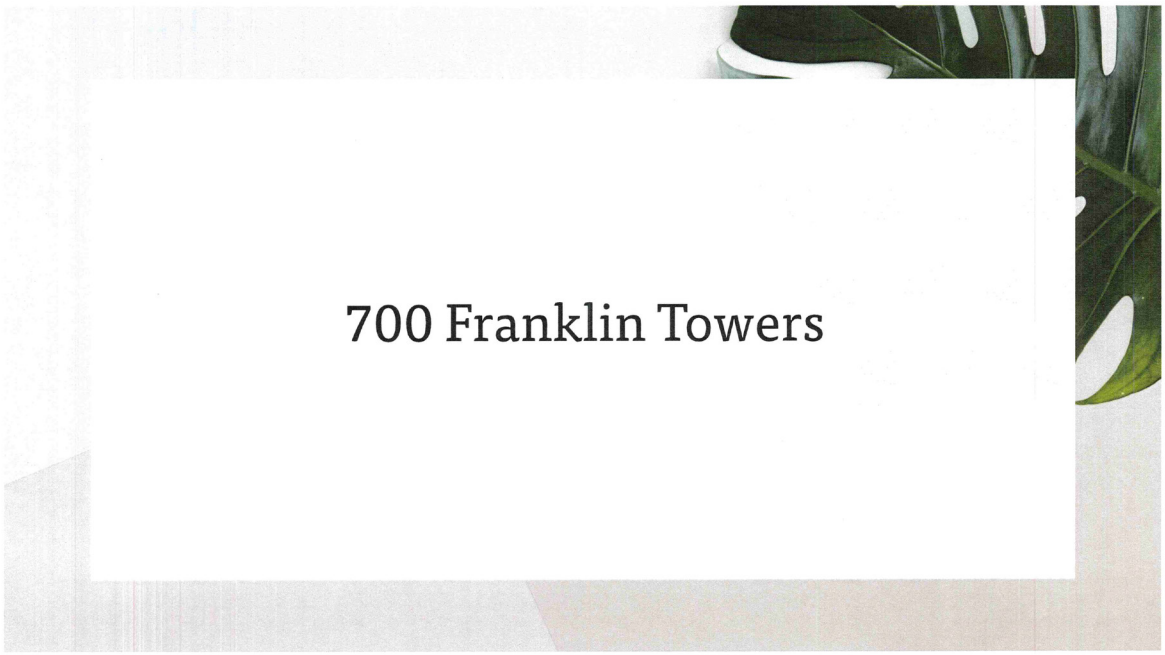
I am an owner and active developer within the 702–724 Franklin Street cluster. My intent is to develop a high-density, mixed-use, transit-oriented residential project under the current TOD overlay and "By-Right" zoning provisions.

Given the scale and timing of this development, I strongly request that infrastructure improvements on this block—including water, sewer, and streetscape upgrades—be prioritized within the upcoming TIP and LRTP planning cycles.

This project aligns directly with the City and County's long-term transit and housing goals, and early infrastructure support will ensure successful execution and long-term economic impact in the corridor.

Thank you for your consideration.

Sincerely,
Daniel Mateo
917-504-5541



Overview

Executive Summary

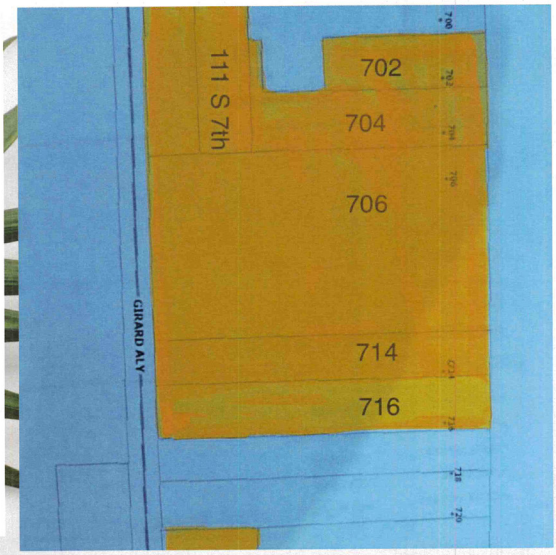
- Development of a mixed-use building located at 702, 704, 706 Franklin Street, Reading, PA.
- The building will house 70 residential units and 7 commercial spaces.
- Focus on creating a semi-luxury living experience, with high tenant retention through modern amenities and convenient access to transportation.
- Investment in both residential and commercial units, contributing to community revitalization.

Property Overview

Location: 702, 704, 706 Franklin Street, Reading, PA.

Current State:
Currently held by your company.
A redevelopment project involving demolition and rebuild.

Current Zoning/Use: Mixed-use zoning suitable for residential and commercial development

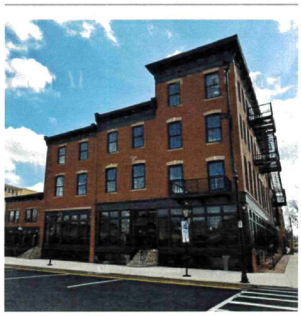


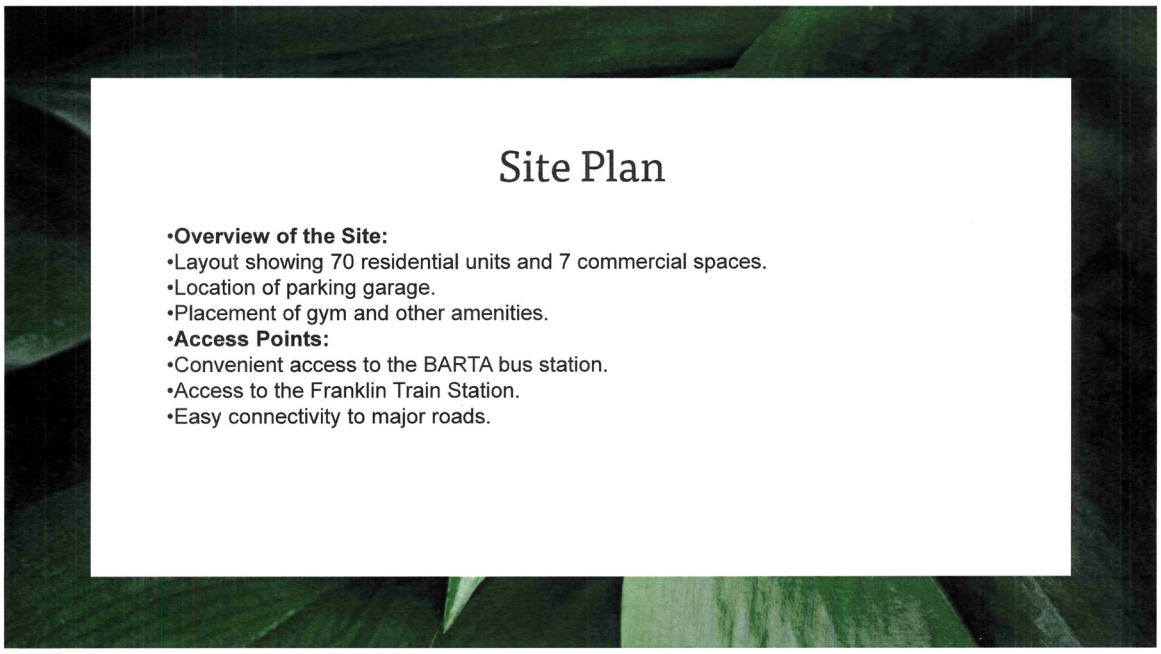
Project Vision & Objectives

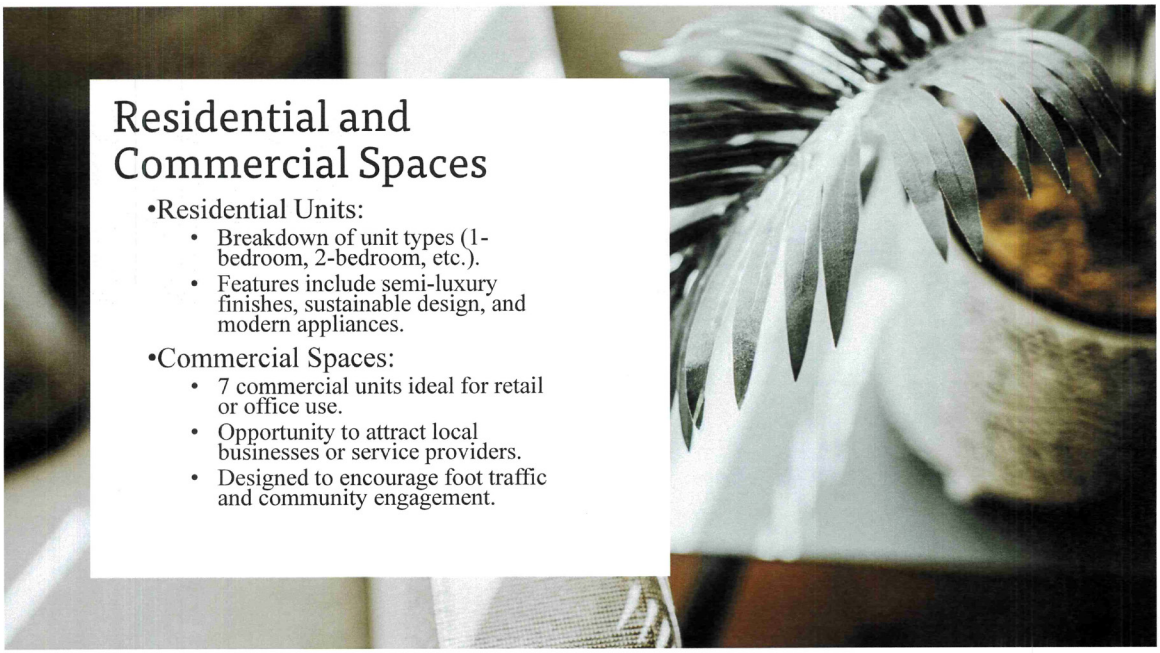
•**Project Vision:** Transforming an underutilized property into a sustainable and vibrant mixed-use development that integrates residential and commercial spaces to serve the community.

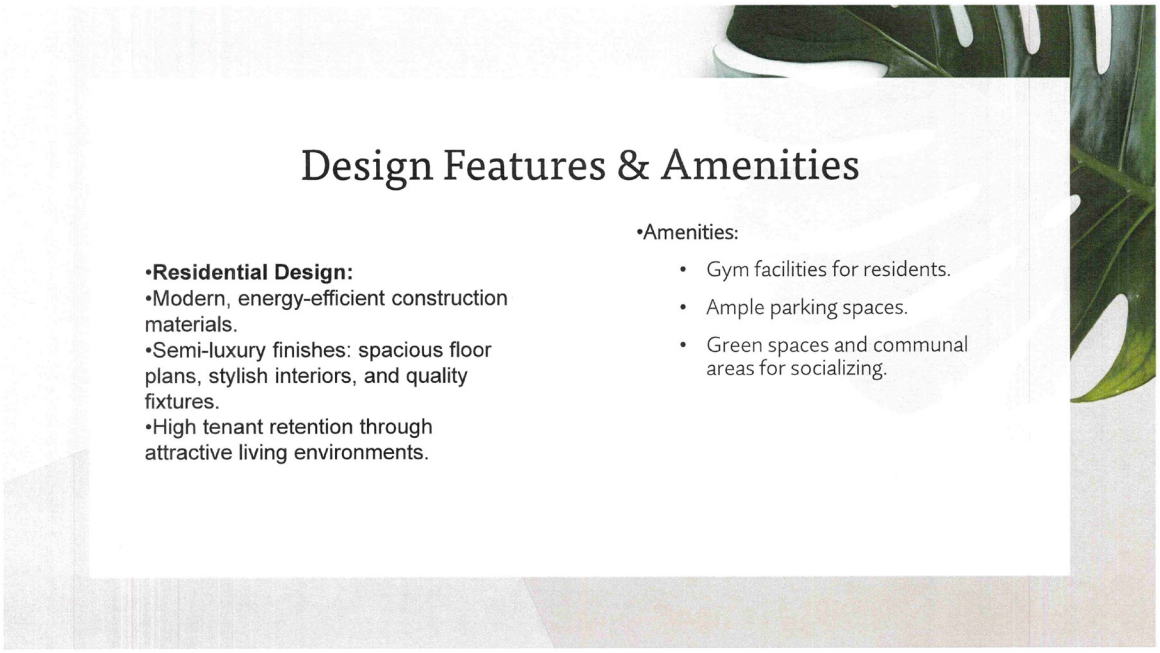
•Key Objectives:

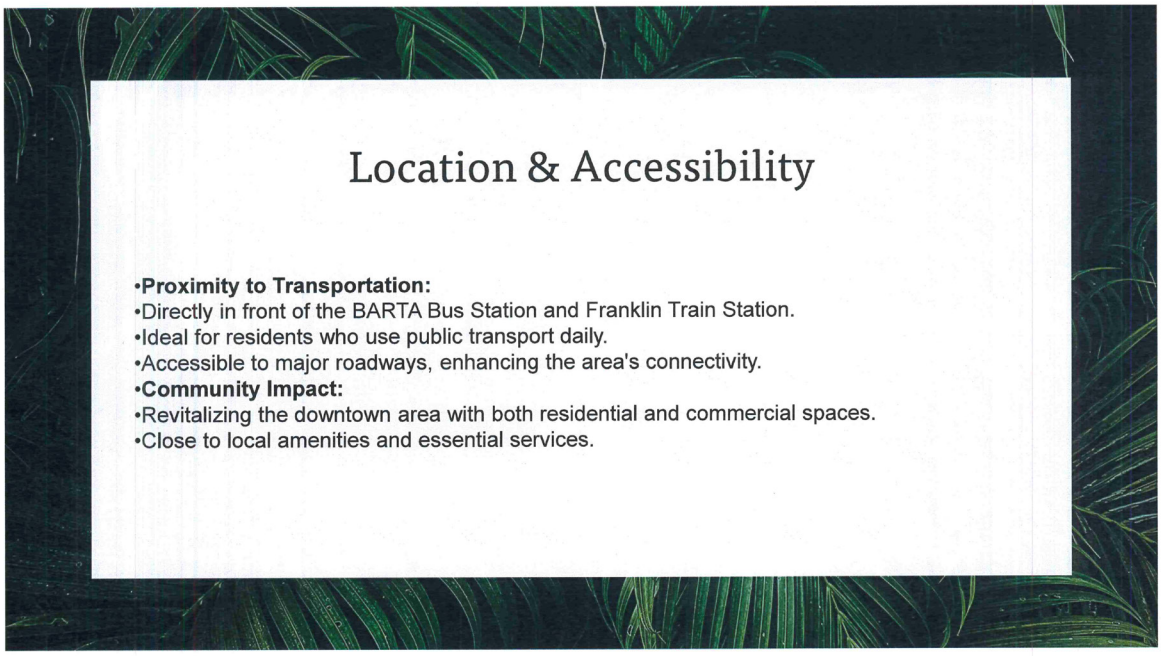
- **70 Residential Units:** A mix of modern apartments targeting a semi-luxury market.
- **7 Commercial Spaces:** Attracting retail or office tenants to foster local economic growth.
- **Amenities:** On-site gym, parking for tenants, and sustainable design.
- **Accessibility:** Proximity to public transportation hubs like the BARTA bus station and Franklin Train Station.




Site Plan
•Overview of the Site:
•Layout showing 70 residential units and 7 commercial spaces.
•Location of parking garage.
•Placement of gym and other amenities.
•Access Points:
•Convenient access to the BARTA bus station.
•Access to the Franklin Train Station.
•Easy connectivity to major roads.


Residential and Commercial Spaces
•Residential Units:
• Breakdown of unit types (1-bedroom, 2-bedroom, etc.).
• Features include semi-luxury finishes, sustainable design, and modern appliances.
•Commercial Spaces:
• 7 commercial units ideal for retail or office use.
• Opportunity to attract local businesses or service providers.
• Designed to encourage foot traffic and community engagement.


Design Features & Amenities
•Residential Design:
•Modern, energy-efficient construction materials.
•Semi-luxury finishes: spacious floor plans, stylish interiors, and quality fixtures.
•High tenant retention through attractive living environments.
•Amenities:
• Gym facilities for residents.
• Ample parking spaces.
• Green spaces and communal areas for socializing.


Location & Accessibility
•Proximity to Transportation:
•Directly in front of the BARTA Bus Station and Franklin Train Station.
•Ideal for residents who use public transport daily.
•Accessible to major roadways, enhancing the area's connectivity.
•Community Impact:
•Revitalizing the downtown area with both residential and commercial spaces.
•Close to local amenities and essential services.

Market Demand &
Potential
•Local Market Analysis:
•Rising demand for mixed-use developments in Reading, PA.
•The need for both residential units and commercial spaces in the area.
•Target demographic: Young professionals, commuters, small business owners.
•Expected Return on Investment:
•Projected rental income from residential units and commercial spaces.
•Capital appreciation potential due to location and planned upgrades.
•Long-term sustainability through mixed-use development.

Thank you

Piper, Alan

From: Bishop, Ronnique <ronnique.bishop@dot.gov>
Sent: Friday, April 24, 2026 1:04 PM
To: Piper, Alan; Timochenko, Amanda
Cc: Nonnemaker, Nyomi; Raio, Nick; Lidiak, Timothy (FTA)
Subject: FHWA Comments on RATS 2050 Long Range Transportation Plan
Attachments: FHWA Comments - RATS 2050 LRTP Draft_4.24.26.docx

Follow Up Flag: Follow up
Flag Status: Flagged

County of Berks Warning: This is an external email. Please exercise caution.

Good afternoon, all.

Great work on the 2050 LRTP! FHWA offers a few comments. Please see the attachment.

Thank you,

Ronnique Bishop, AICP
Community Planner
PA Division Office/FHWA
U.S. Department of Transportation
(717) 221-2276
Ronnique.Bishop@dot.gov

Project Listing

- For the highway, bridge, and transit projects listed in the Goals and Strategic Performance Measures chapter, there should be sufficient detail of design concepts and design scope descriptions of all existing and proposed transportation facilities to develop cost estimates. [(23 CFR 450.324(f)(9)]

System Performance Report

- It's great that the MPO includes the relevant TIP projects that improves the system performance measures. In addition, the system performance report should also include any regional actual data points in comparison to the baseline data and performance recorded in previous reports. [(23 CFR 450.324(f)(4)]

LRTP Amendment Procedures

- We appreciate the MPO sharing the LRTP amendment procedures with FHWA in advance. Our comments provided from that previous coordination are addressed in the draft LRTP and we do not have any further comments.

READING AREA TRANSPORTATION STUDY 2026

Reading Area Transportation Study Coordinating Committee

PennDOT District 5-0	*Mr. Chris Kufro, District Executive (Chair)*
	*Ms. Jennifer Ruth, Planning & Program Manager**
PennDOT Central Office	*Mr. Ray Green, Chief of Financial and Contract Services, Center for Program Development and Management*
	*Mr. Nick Raio, Trans. Planning Specialist Supervisor **
Berks County Commissioners	*Mr. Michael Rivera, Commissioner*
Berks County Planning Commission	*Mr. Thomas McKeon, Board Member (Vice Chair)*
	*Mr. Alan Piper, Transportation Planner III (MPO Secretary)**
City of Reading	*Ms. Donna Reed, Council Member*
	*Mr. O. Chris Miller, Council Member**
Berks County Boroughs	*Mr. Brian Hoffa, Borough Council Member (Sinking Spring Borough)*
Berks County 1st Class Townships	*Ms. Lisha Rowe, Township Commissioner (Cumru Township)*
Berks County 2nd Class Townships	*Mr. Arthur "Ray" Lambert, Township Supervisor (Upper Bern Township)*
South Central Transit Authority /	*Mr. Greg Downing, Executive Director*
*Berks Area Regional Transportation Authority Planning**	*Mr. Keith Boatman, Assoc. Director of Capital Projects/*
Reading Regional Airport Authority	*Mr. Dante Santoni, Jr., Board Member*

Reading Area Transportation Study Technical Committee

PennDOT District 5-0	*Mr. Scott Vottero, District Executive for Design (Chair)*
	*Mr. Michael Donchez, Transportation Planning Specialist**
PennDOT Central Office	*Ms. Nyomi Nonnemaker, Transportation Planning Specialist (Vice Chair)*
	*Mr. Nick Raio, Trans. Planning Specialist Supervisor **
Berks County Planning Commission	*Mr. Alan Piper, Transportation Planner III (MPO Secretary)*
	*Ms. Amanda Timochenko, Transportation Planner II**
Berks County Planning Commission	*Mr. Michael Golembiewski, Transportation Modeler*
	*Ms. Amanda Timochenko, Transportation Planner II**
City of Reading	*Mr. Donald Edwards, Reading City Engineer*
City of Reading	*Mr. Kyle Zeiber, Department of Public Works*
South Central Transit Authority /	*Mr. Keith Boatman, Assoc. Director of Capital Projects/*
*Planning Berks Area Regional Transportation Authority Compliance**	*Ms. Lauri Ahlskog, Manager of Transit Planning &*
Reading Regional Airport Authority	*Mr. Zackary Tempesco, Airport Manager*

* Denotes Board Alternate

Berks County Planning Commission Staff for this Report

Alan Piper, Transportation Planner III
Amanda Timochenko, Transportation Planner II
Devon Hain, Transportation Planner II
Michael Golembiewski, Transportation Modeler
Beth Burkovich, GIS Coordinator
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Reading Area Transportation Study

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